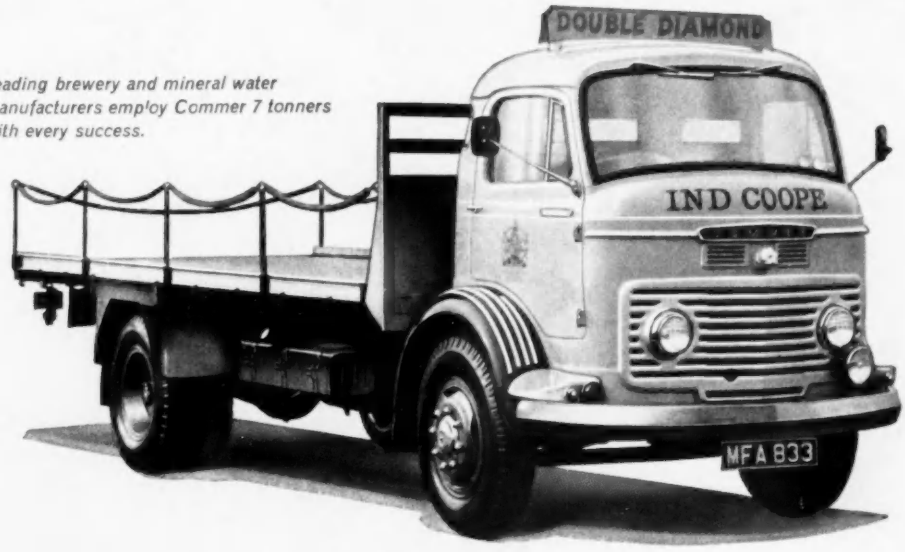
THE COMMERCIAL MOTOR

FRIDAY, SEPTEMBER 15, 1961
ONE SHILLING

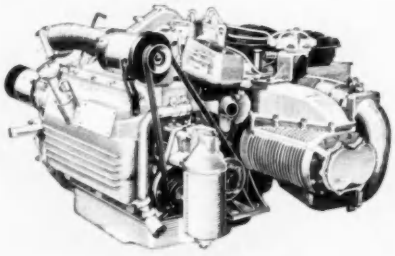
For extraordinary fuel economy



Leading brewery and mineral water manufacturers employ Commer 7 tonners with every success.

COMMER 7 TONNER

—powered by the outstanding ROOTES DIESEL ENGINE



Unsurpassed for its fuel economy—many operators report well over 20 m.p.g.—and renowned the world over for its overall efficiency and reliability, the Rootes diesel engine is designed for long periods of trouble-free service. Built to meet the highest standards of performance under the most varied and exacting conditions, this fully-proved power unit is not only quiet in operation but exceptionally easy to maintain.

Literature from your local Commer dealer.

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A ROOTES PRODUCT — BUILT STRONGER TO LAST LONGER!

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TORQUE-CONVERTER SLEEVE in 'Lemax' heat-treated Pearlitic malleable iron

SPECIFICATION: MINIMUM TENSILE STRENGTH 80,000 LB. SQ. IN. MIN. YIELD POINT 60,000 LB. SQ. IN. MIN. ELONGATION IN 2", 3%

This component (weight 27·5 lb.) plays an important part in the torque converter of a machine of international repute.

As will be seen from the sectional drawing and the photograph, the sleeve embodies ducts for the hydraulic fluid, and is extensively machined. 'Lemax' heat-treated pearlitic malleables have versatile attributes, the ability to cast cored ducts of three-dimensional curvature, in combination with a material of great mechanical strength, adequate shock resistance and the requisite degree of hardness.

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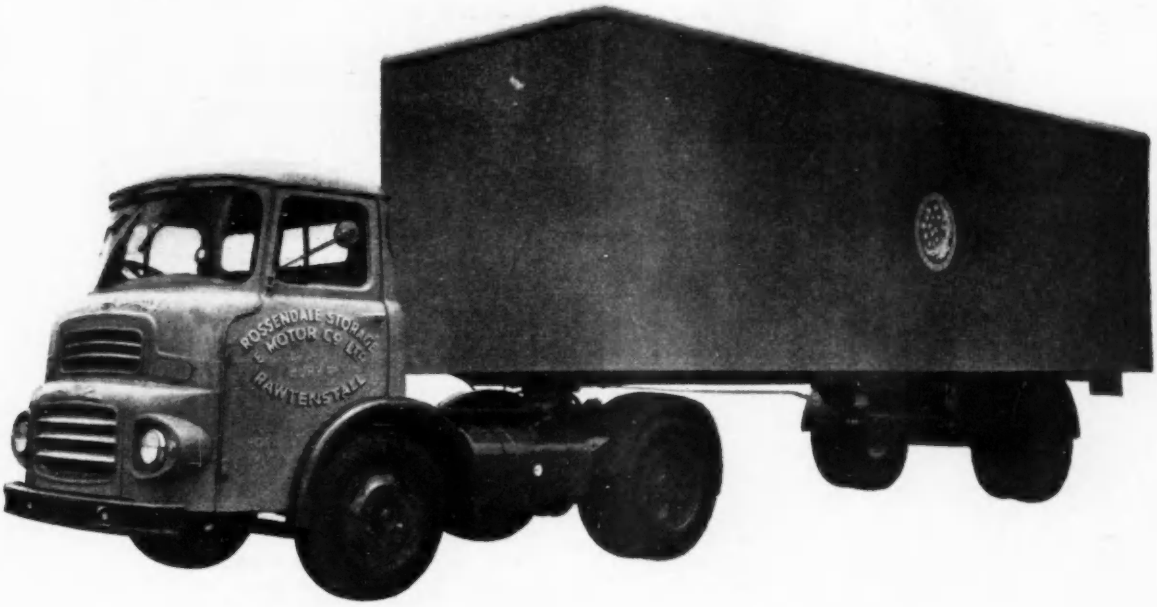

Unladen weight 2 ton 14 cwt. —check our price

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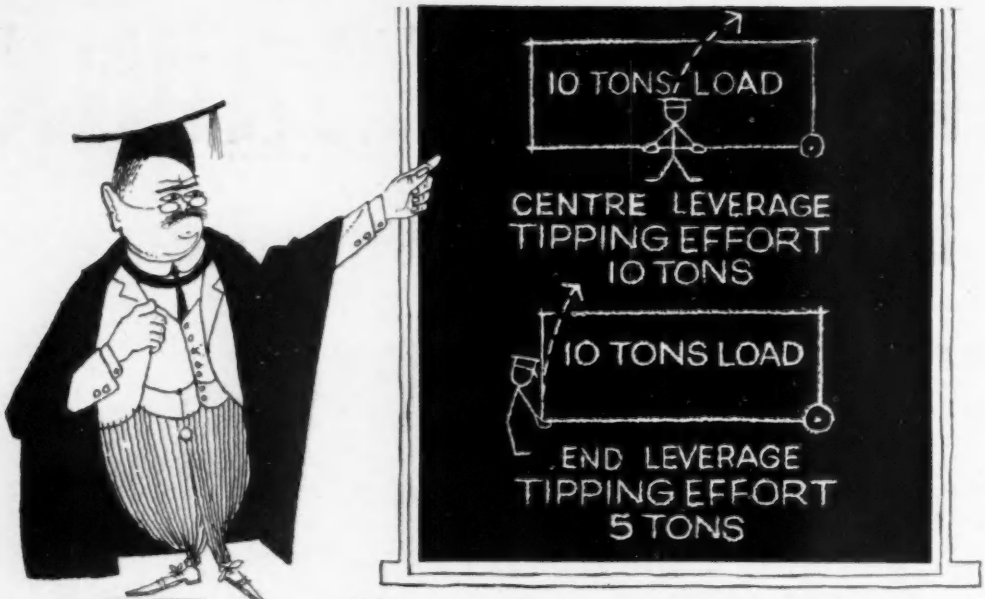

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As boys we have all breathed a sigh of relief on being able to write Q.E.D. at the end of a problem. When your problem is tippers and tipping, it is worth glancing at the blackboard above. Of all the gears we manufacture by far the most popular are our single and twin front-end rams. They need less power to tip an equivalent load—therefore cost less. Their position imposes less strain on the chassis—provides complete body stability—therefore vehicles give longer trouble-free operation. If further proof of the all-round efficiency of our front-end rams is sought, it is to be found on the roads, where there are more Edbro-B & E Tipping gears at work than all others combined. Q.E.D.

the obvious way to tip...

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another repeat order...

10 AIRFLOW SEMI-TRAILER BUSES AND
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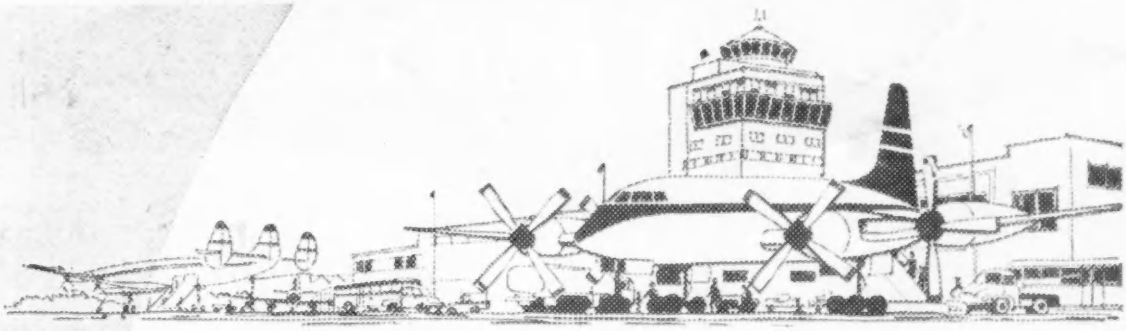
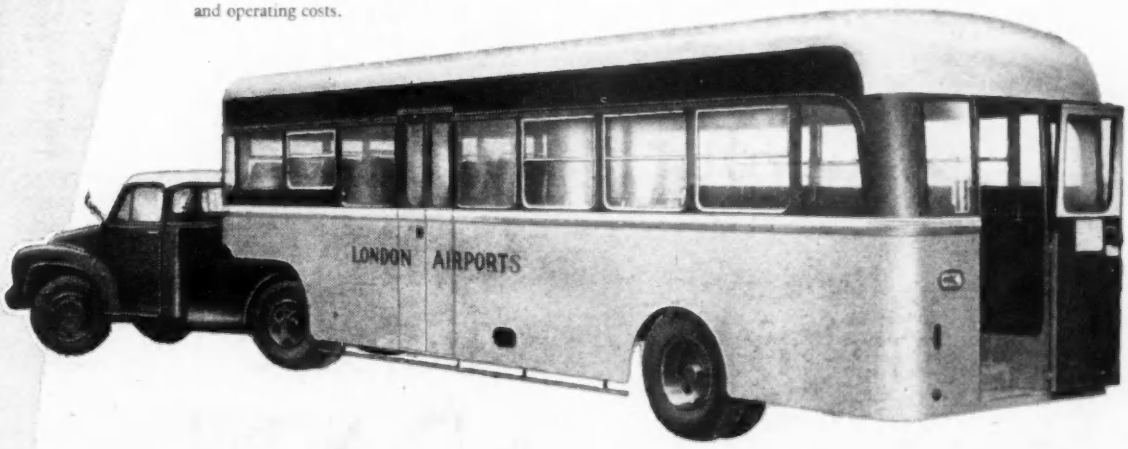
for LONDON AIRPORTS



Airflow Semi-trailer buses provide comfortable passenger transport, efficiently and at the lowest capital and operating costs.



AIRFLOW ARTICULATED PASSENGER COACH

Right for V.I.Ps.-Right for M.P.Gs.

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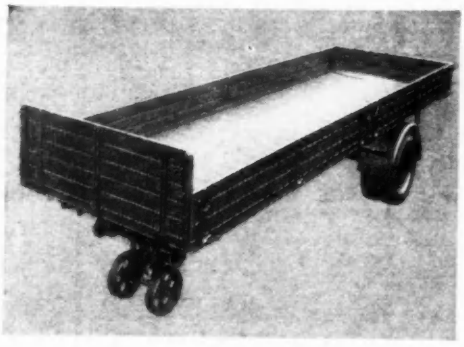
A1

"NOW WHERE CAN I GET A TRAILER QUICKLY?"



* get on to Scammells where expanded production means quick delivery and low cost

SCAMMELL SUPPLY ALL TYPES OF SEMI-TRAILERS FROM 3 TO 30 TONS

* STRAIGHT FRAME
* SEMI-DROP FRAME
* DROP FRAME
* ADJUSTABLE WHEELBASE POLE
* END TIPPER
* NON-REACTIVE BOGIE
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AUTOMATIC AND FIFTH WHEEL COUPLING AVAILABLE

SEMI- Scammell TRAILERS

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A5

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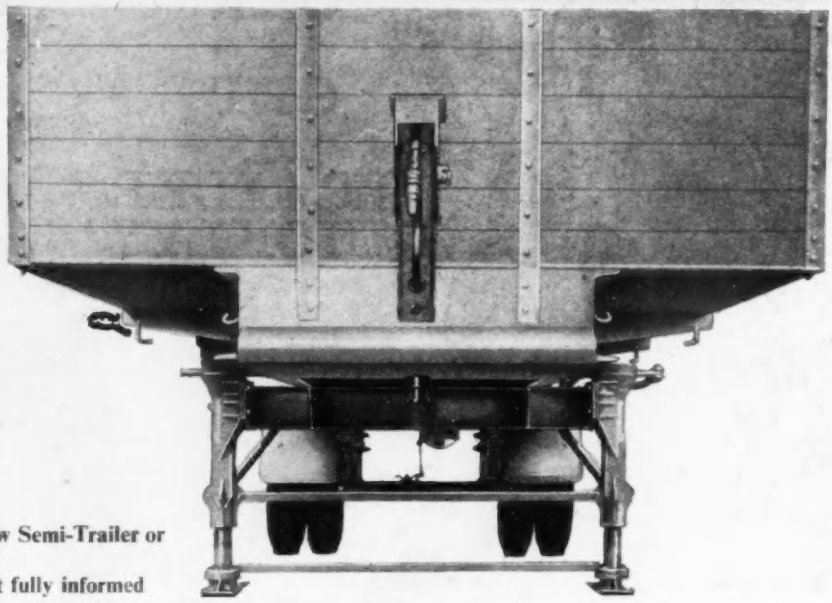

Before you buy that new Semi-Trailer or Coupling, see that you get fully informed on the modern range of BROCKHOUSE fifth wheel and automatic Semi-Trailer equipment. Our distributors listed below, will be pleased to advise you or alternatively a request to our Wheeled Vehicles Division will bring full particulars.

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EAST LANCS. AND NORTH CHESHIRE
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Victoria Works, Hill Top, West Bromwich, Staffs. *Telephone: Wednesbury 0243.*

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The Snowy Mountains Scheme, supplying nearly two million acre feet of irrigation water and two and half million kilowatts of electric power, is a project of magnificent vision. Typical of A.E.C.'s contribution, in conditions of snow, mud and swollen rivers, is the "Militant" which supplies fuel from a rail head high in the mountains. Working round the clock with a team of three drivers, and with landslides an ever-present threat, the "Militant" has never faltered in its task. Hundreds of A.E.C.s are shipped to the Australian continent every year — proof that operators in Australia, as in Britain and throughout the world, agree that A.E.C. performance and service are unequalled.

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For that EXTRA margin of quality reliability and service

A.E.C. LIMITED · SOUTHALL · MIDDLESEX

CV. 61
A7

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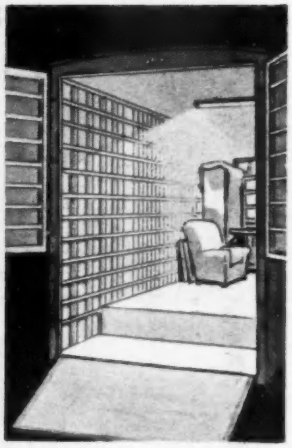
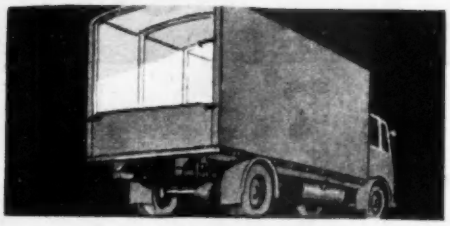


FOR EVERY VEHICLE



From lightweight van to ten-ton pantechnicon, every transport vehicle can now have the big advantages of *fluorescent* lighting . . . advantages such as higher light output for low consumption, evenly distributed illumination, long life, high resistance to vibration, and additional revenue from illuminated advertising signs. Why — because Philips Lightweight transistor ballasts allow you to use modern fluorescent lighting direct from the vehicle's battery. *For details, send this coupon.*

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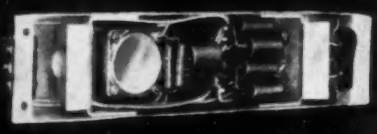

Please send me full information about Philips fluorescent lighting for transport vehicles.

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Trader 6-wheel chassis with Anthony ST. 27 gear and fixed side steel body

The superb quality and double strength in Anthony Gears and Tipping Bodies will withstand the most arduous duties

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FOR A CLEAN FLEET— DAWSON

Dawson Vehicle Washing Machine at London Airport.
Photograph by courtesy of British Overseas Airways Corporation.

There are many advantages to be gained from installing an automatic drive-through washing machine and one of the most outstanding gains is the opportunity for vehicles to be cleaned as often as you wish, ensuring an appearance of advertisement value to your business. Savings also in labour costs and water charges are usually substantial.

Dawson Bros. Ltd., were pioneers in the development of drive-through washing machines and this experience ensures sound design and trouble-free operation. There are machines specially designed for the most economical approach to cleaning fleets of various numbers of vehicles, with roof brushes if required and capable of handling various widths and height. Write today for further details.

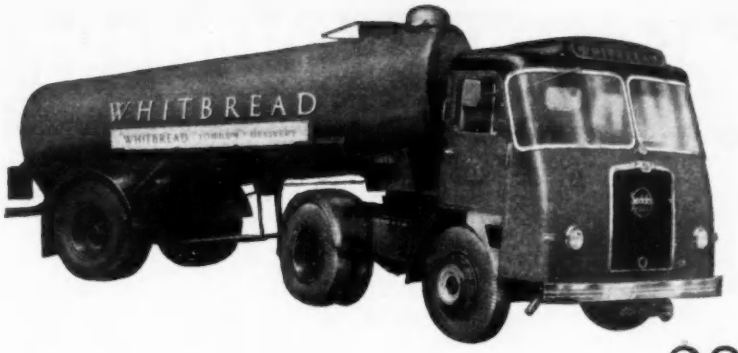
Dawson Vehicle Washing Machine installed at the West Thurrock, Essex depot of Thomas Hedley & Co. Ltd.

Sales and Service in all countries

DRUMMOND-ASQUITH LIMITED

Member of the Asquith Machine Tool Corporation

KING EDWARD HOUSE, NEW ST., BIRMINGHAM *Phone: Midland 3431. Also at LONDON Phone: Trafalgar 7224 & GLASGOW Phone: Central 0922*



16 ton G.V.W. Tractor Permits 28′ 6″ Trailer Length

Follow the example of the fleet operators and invest in the Seddon traditions of sturdy, lasting workmanship. The 16 G.V.W. Tractor has an extremely robust chassis, which, together with its economy of running, makes it the ideal prime mover—for local and inter-city running! Its newly-styled cab offers superior driving comfort and well positioned controls.

The short chassis length of this tractor permits 28′ 6″ trailer length—inside the legal maximum—and a turning circle of under 30 ft. Choice of 350 engine with 5 or 6 speed gear box and 354 engine with 5 speed gear box; two speed or spiral bevel rear axle. This outstanding tractor design will take any type of automatic or 5th wheel gear, and all standard trailer lengths up to 28′ 6″. Long front springs give excellent riding both laden and unladen.

NEW HIGH IN TRAILER CAPACITY

Model illustrated is a "Carrimore" 28′ 6″ trailer fitted with rising roof, operated by a simple cam mechanism. This vehicle makes an ideal pallet transporter—the 28′ 6″ trailer taking banks of seven 4 ft. pallets and the rising roof ensuring the load is always a snug fit.

Seddon Diesel

SEDDON DIESEL VEHICLES LTD., WOODSTOCK FACTORY OLDHAM.

Telephone: Manchester Main 6041 (8 lines)

Details from the manufacturers, Seddon Diesel Vehicles Limited. Tel:- Manchester MAIn 6041 (8 lines) or from your local Distributor.
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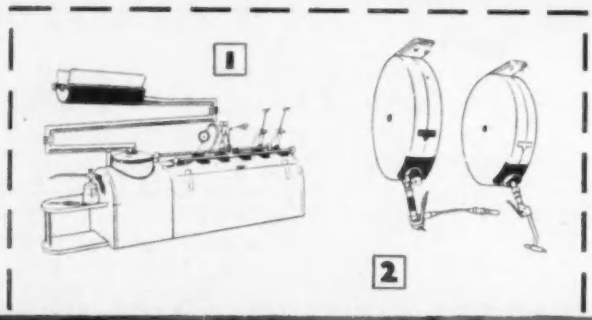
A11

KISMET LUBRICATION EQUIPMENT
WEAVER

equips you for faster and unsurpassed service



Garages and Service Stations everywhere have proved the *engineering excellence* and time-saving qualities of Kismet "Golden Standard" lubrication equipment. Standardise on the "Golden Standard" range. You'll give *better* service with KISMET.

Photograph left. Single Post Lift—available in flush-fitting, drive-on, and frame contact (wheelfree) types.

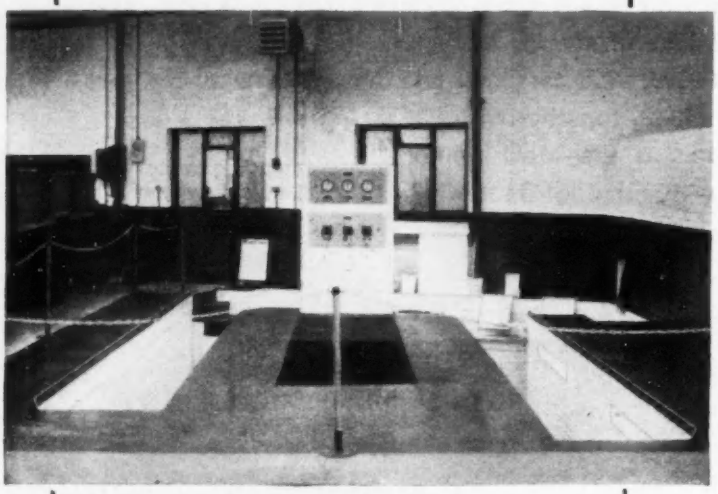
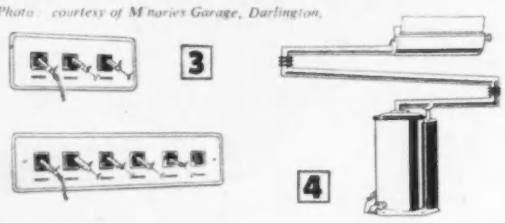


Photo: courtesy of Minories Garage, Darlington.



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2 Independent Hose Reels for Roof, Wall or Floor mounting.

3 Wallflush system for 3, 6 or 9 dispensing services. Oil store at rear of wall.

4 Drainomatic waste oil disposal equipment. Receives waste oil and transfers it automatically to remote bulk storage.

Our technical advisers will be happy to discuss any special problem with you and our Layout and Planning department at Bedford will be pleased to submit plans and quotations—without obligation.

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World's most time-saving equipment

KISMET LIMITED

Incorporating Weaver Manufacturing & Engineering Co. Ltd and William Turner (Kismet) Ltd

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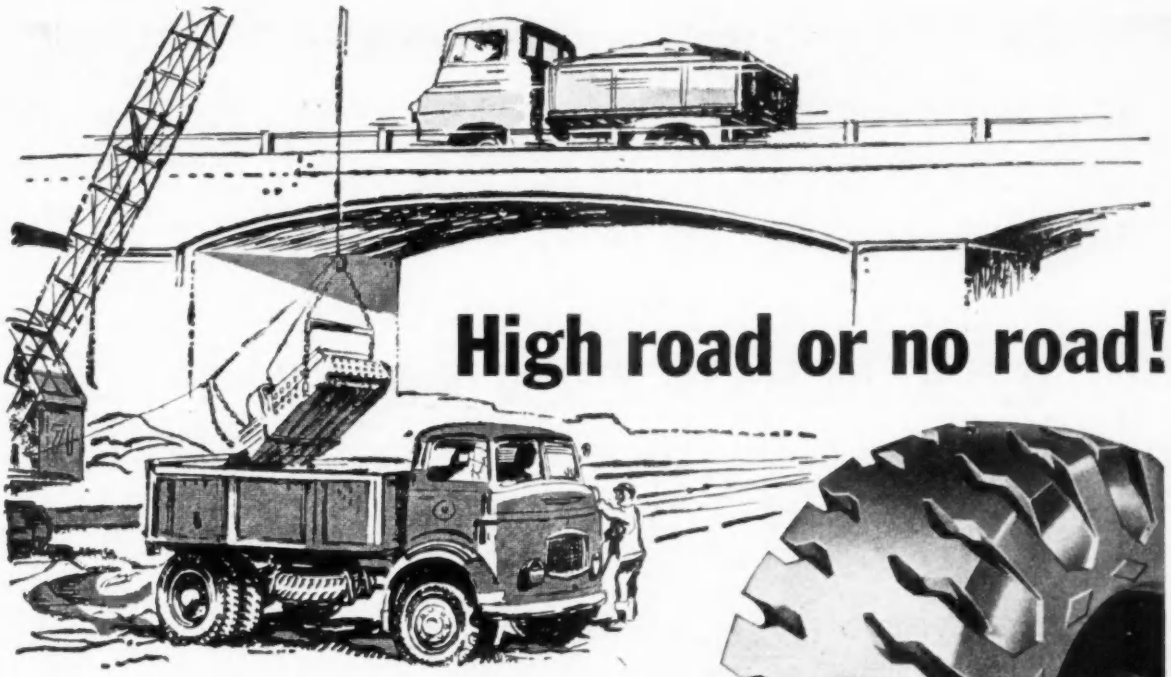
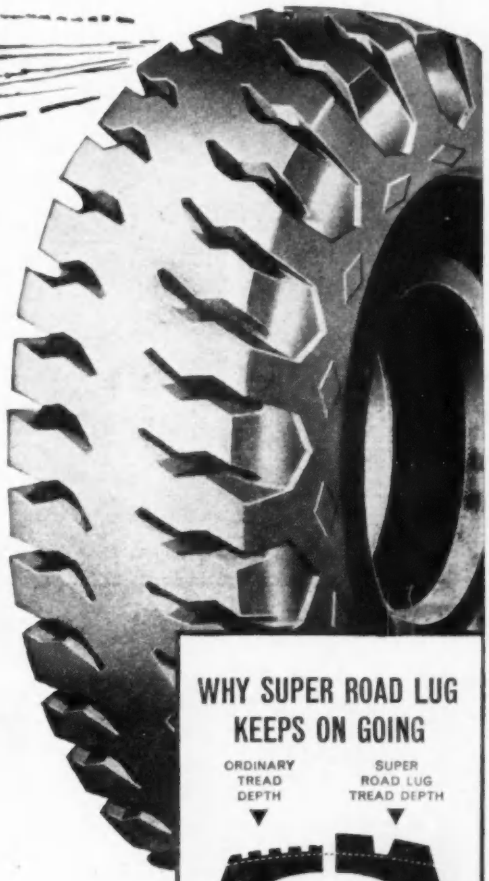
A12



High road or no road!



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SUPER ROAD LUG

for high speed on the highway —more pull in the rough

This super-tough tyre gives you these important advantages:

More Mileage. Wider centre rib has up to 40% more non-skid tread rubber than ordinary tyre.

More Traction. Wider, deeper grooves and sharply angled lugs provide sure traction anywhere.

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Triple-Tough 3-T Cord Body. Gives greater stamina and more remoulds.

WHY SUPER ROAD LUG KEEPS ON GOING

Note the extra-thick tread! Up to 40% more non-skid specially toughened tread rubber. No wonder the Super Road Lug gives so much longer, more dependable service!

GOODYEAR

THE WORLD OVER, MORE TONS ARE HAULED ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

A13

The best FLOORING for commercial vehicles

water proof · rot proof · wear proof

PERMATRED

reinforced plastic flooring

It's common sense. It's the floor of the vehicle that takes the payload, and so a lot depends on the flooring. PERMATRED is the ideal material under all conditions. Made from thin wood laminations impregnated under vacuum and highly compressed, it is light, non-slip, easily fixed, everlasting—and needs no troublesome metal 'wearing strips'.

For specimen and prices write to—

PERMALI LIMITED

GLOUCESTER · ENGLAND · TEL: 24941 SPECIALISTS IN LAMINATED PLASTICS

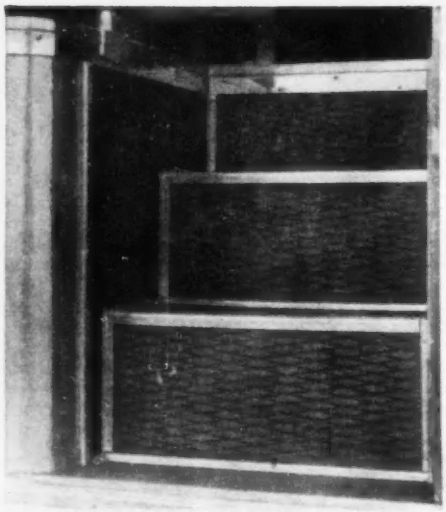

Illustration shows how Permatred is used for entrance steps and step-sidewalls in the new Black and White coaches, manufactured by Duple Motor Bodies Ltd.

A14

SEE SPARSHATTS

specialists in high efficiency refrigerated vehicles

Molo Transport Ltd. operate several of these 1,250 cu. ft. capacity bulk delivery vehicles. Cooling is by a Thermo King, forced connection, petrol electric unit for temperatures below zero degrees F. These vehicles are the largest of their type operating in this country.

- Every type of refrigeration, including Prestcold and Thermo King.
- The hottest sun cannot penetrate body and container.
- Insulated bodies from 7 cwt. to 12 ton capacity.

THE SPARSHATT PATENT FRAMELESS INSULATED BODYWORK...

. . . many exclusive features making for higher efficiency and lower running costs. Lighter than the old double-frame bodies it replaces, the Sparshatt has a patented wall-and-floor construction which takes guess-work out of low temperature maintenance. Argon-welded waterproof floors are standard. For extra efficiency there are special air-locks with interlocking doors. For the best in refrigerated transport design, go to Sparshatts every time.

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SPARSHATTS

SPECIALISTS IN BODY BUILDING

CUT YOUR
Cost per mile

–specify OLDHAM high-performance batteries

TX series

REG series

MX series

With cost per mile continually increasing, you must exploit every possible economy if you are to go on giving the best possible service. Here's how Oldham can help you! With their low initial cost, extra efficiency, top power/weight ratio and long active life, Oldham batteries are your best investment for any type of vehicle. Ask for an Oldham engineer to call and advise you on the most suitable Oldham batteries for your fleet. You will be under no obligation.

The high capacity TX, MX and REG series incorporate 'x' metal grids 'Fibrak' separators, vitreous felt retainer mats, cold-start plates, assembled in moulded ebonite (hard rubber) containers, (alternatively available in double impregnated hardwood containers, if required). Capacities for every requirement.

OLDHAM

HIGH PERFORMANCE BUS AND C.V. BATTERIES

Fitted as standard equipment by the leading British chassis builders

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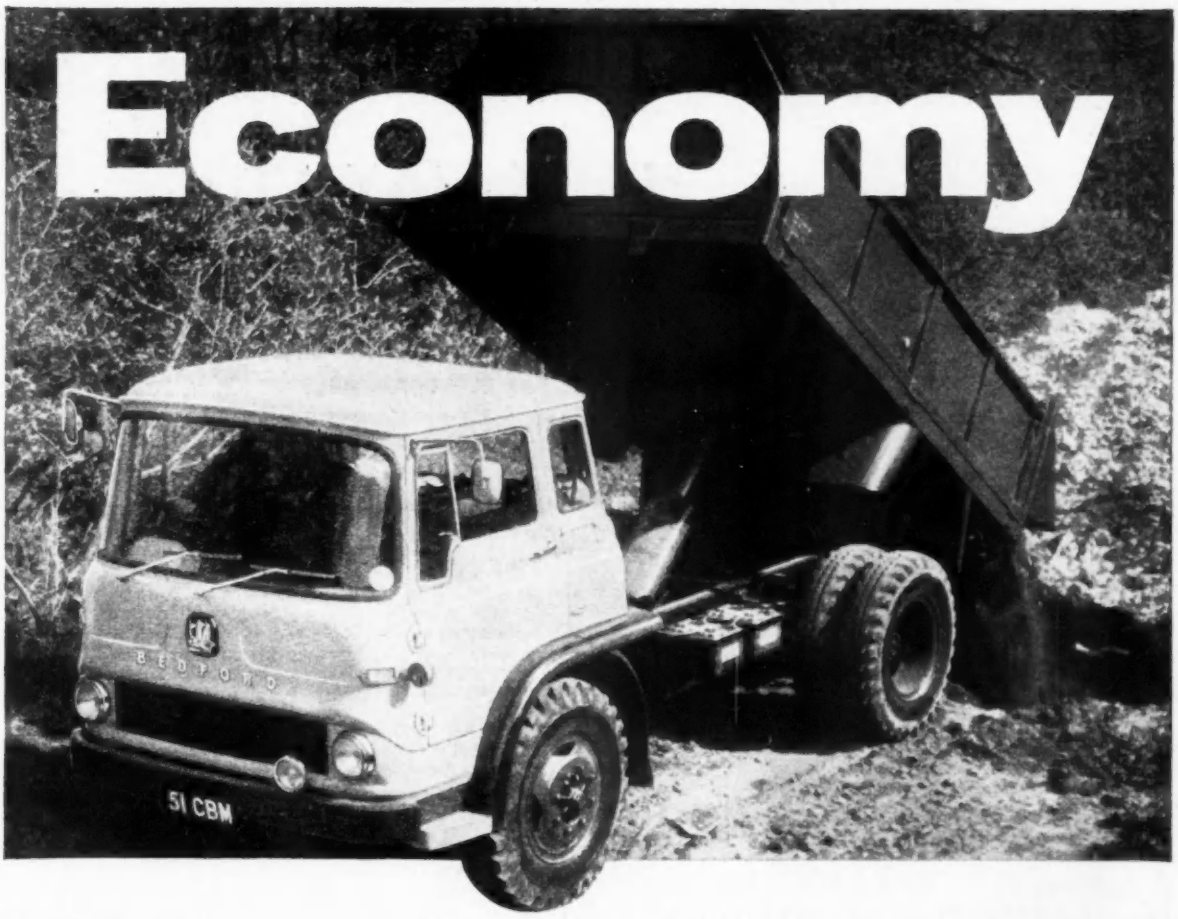
A16

Power Strength Economy



The best balanced specification in the business . . .

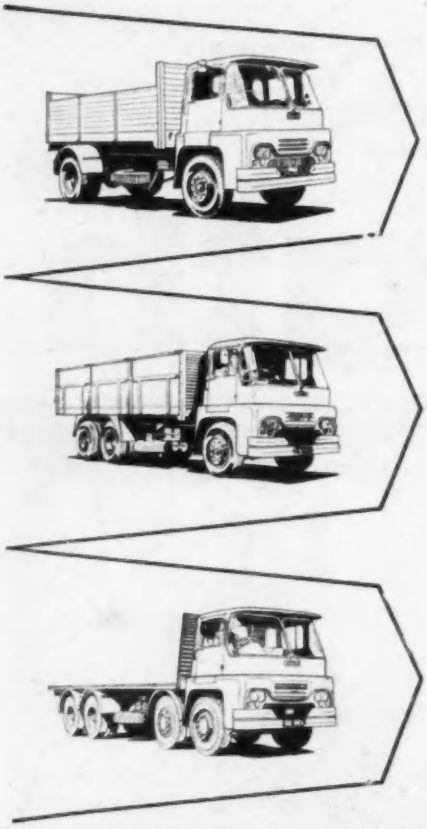
Rugged, high-torque Bedford diesel power unit . . . 4 or 5 speed gearbox . . . single or two-speed axle . . . 10 in. deep frame . . . air-pressure servo-assisted braking . . . plus the wonderful TK cab-ahead-of-engine design giving superb vision . . . easier access . . . simplified maintenance. 6 cubic yard capacity, gross vehicle weights up to 25,000 lb. The modern tipper for modern conditions.

BEDFORD TK

Vauxhall Motors Limited, Luton, Beds.

Full details from your Bedford dealer.

A17



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FOR GOODS

- Designed for long life, economical and reliable service.
- Produced to suit individual requirements.
- Sold in a wide range of 4, 6 & 8 wheelers.

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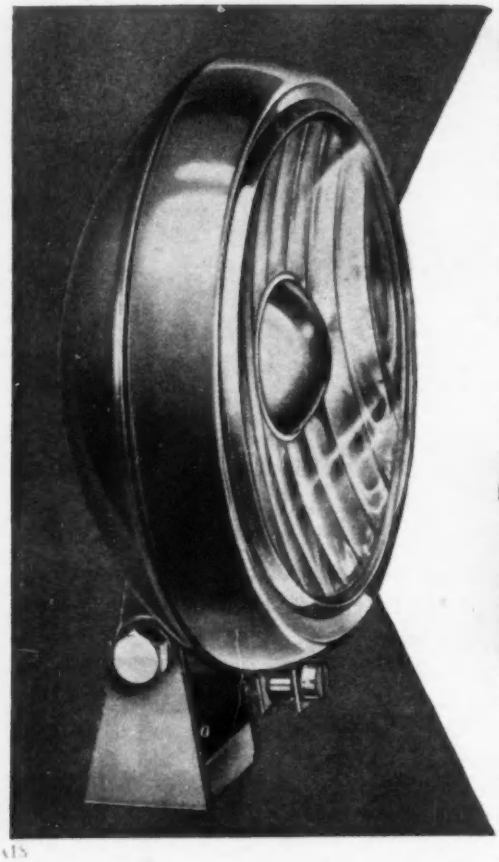

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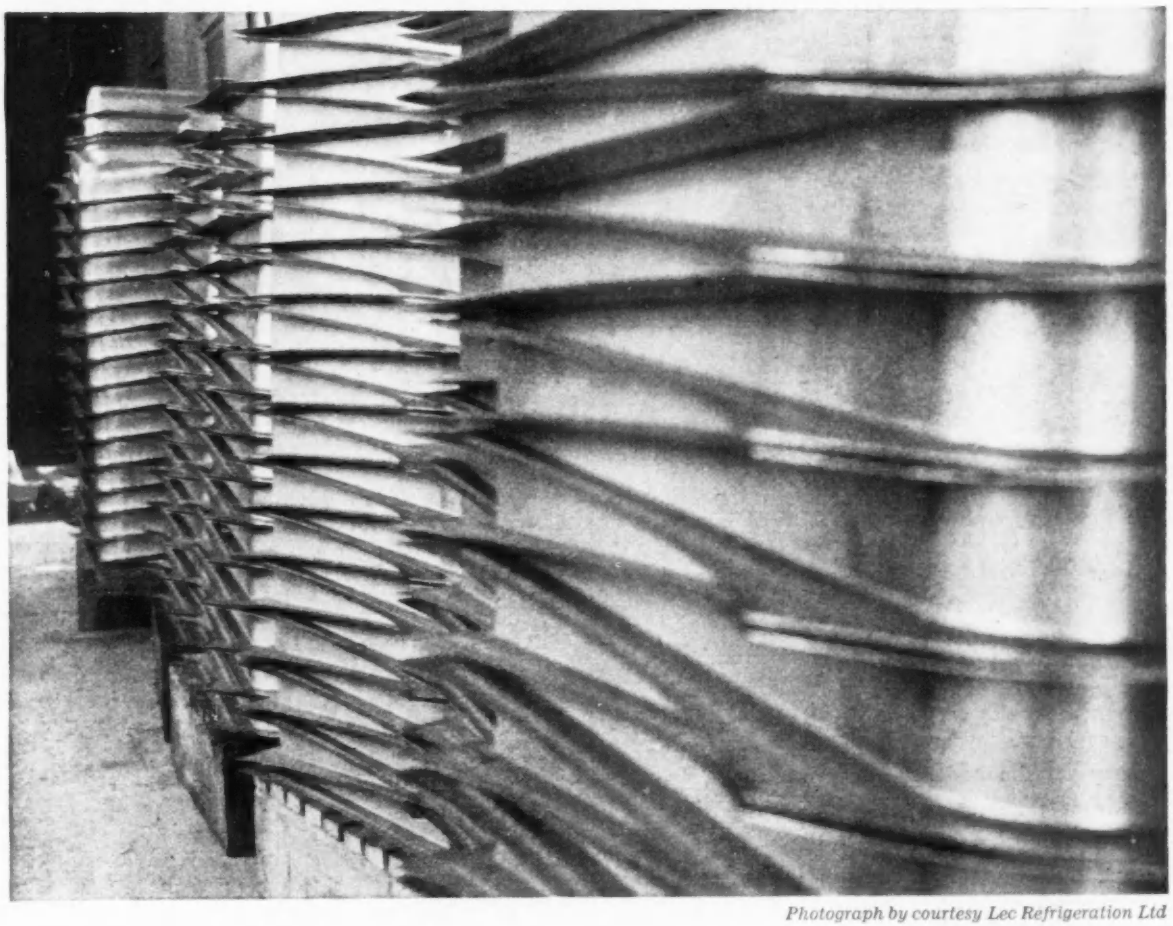

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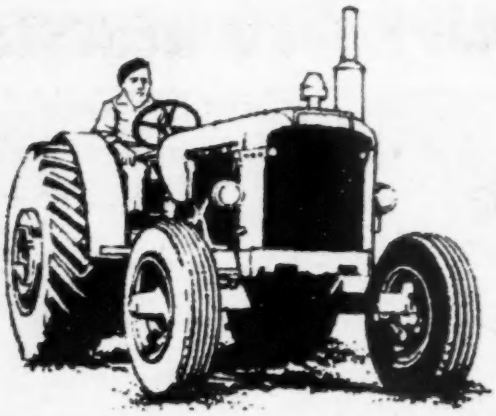
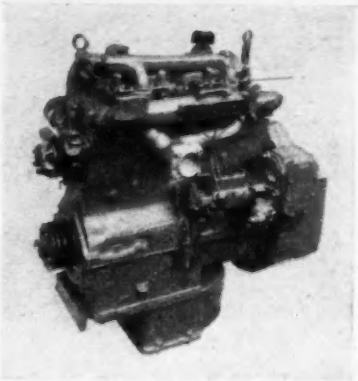


Tractor by Chamberlain

ENGINE BY MEADOWS



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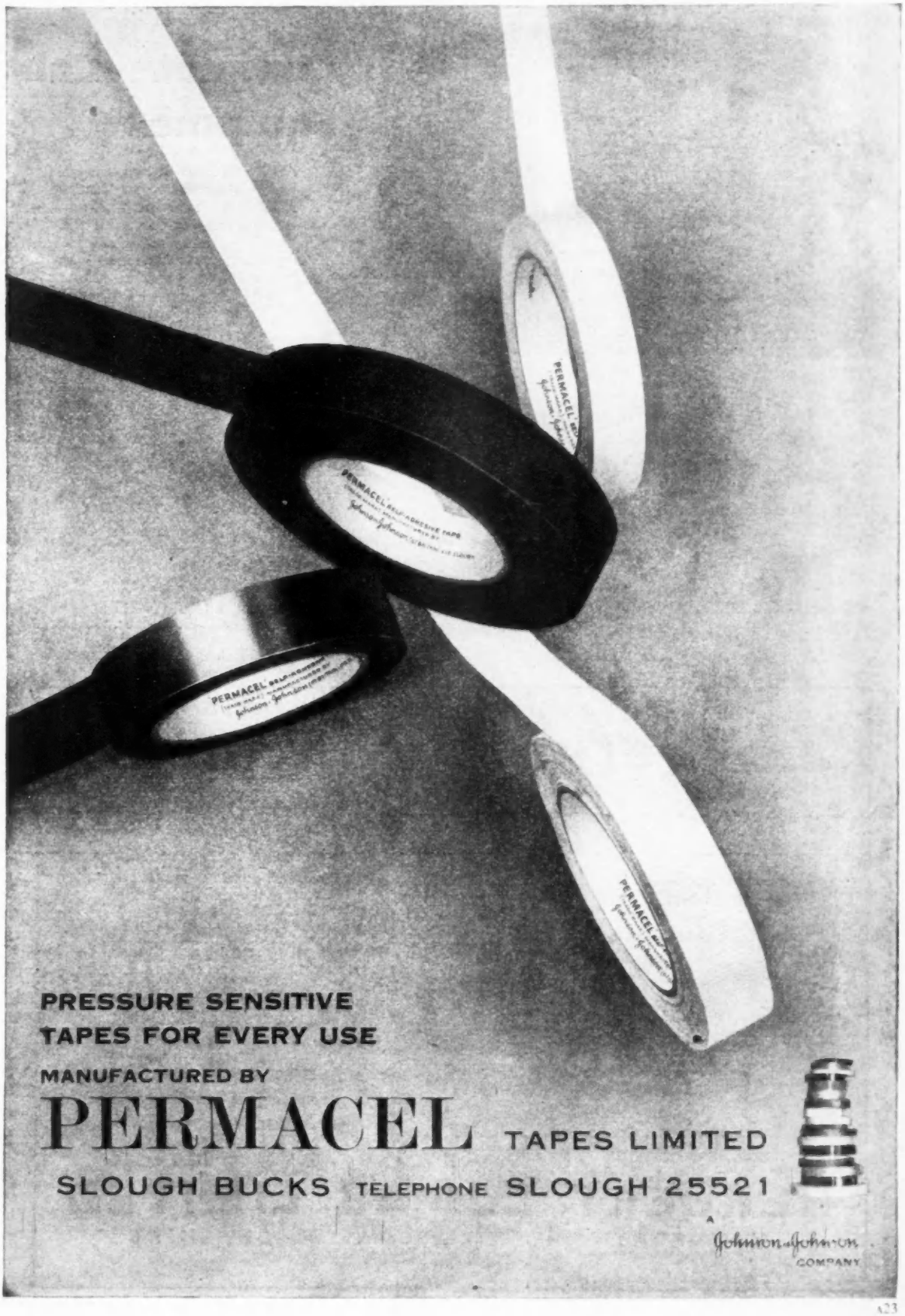
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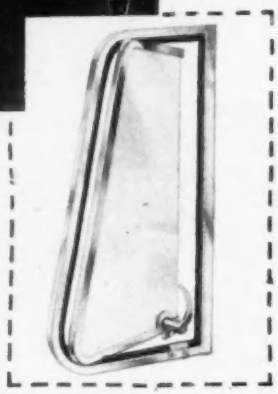

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holidaymakers to the coast, with the long pull through the Welsh mountains, a fast run down M.1 to the capital or housewives on a shopping expedition to Manchester. My Bedford SB.1's with their Eaton 2-Speed Axles still maintain a constant average, they come up regularly with 21·6 m.p.g., against 15 m.p.g. by my other coaches with single speed axles".

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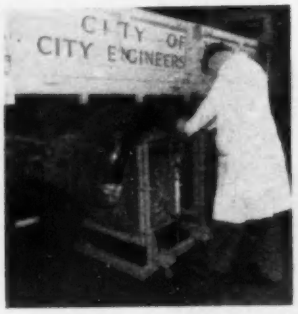
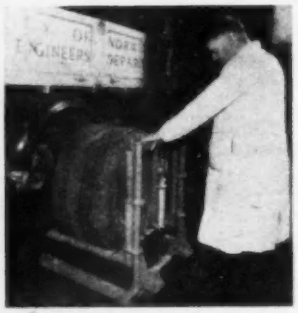
ME WORKSHOP EQUIPMENT

Brings in the business

-like this COMMERCIAL VEHICLE WHEEL TROLLEY





This C.V. Wheel Trolley makes commercial vehicle wheel changing quick . . . easy. Compact, and designed to handle the heaviest wheels, it comprises a welded frame mounted on smooth running wheels and castors to ensure easy movement. The lifting links are operated by a hydraulic pump and ram unit.

HOW IT OPERATES

Loosen the wheel-nuts and jack-up the vehicle. The trolley, with the lifting links in the lowered position, is then placed centrally under the wheel and the links raised until the tubes support the tyre. The wheel-nuts can then be removed and the trolley withdrawn until the wheel is free of the studs and can be leaned back to the canted supporting rails. It is then a simple matter to withdraw the trolley. To replace the wheel the procedure is reversed. The revolving tubes allow the wheel to be rotated to line up with the studs. When the wheel is located on the studs and the wheel-nuts are in place, the lifting links are lowered by means of the release valve. The trolley is then easily withdrawn.

MANN EGERTON & CO LTD
ENGINEERING DIVISION
CROMER ROAD WORKS · NORWICH · NOR 38N
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Please send me details of the C.V. Wheel Trolley.

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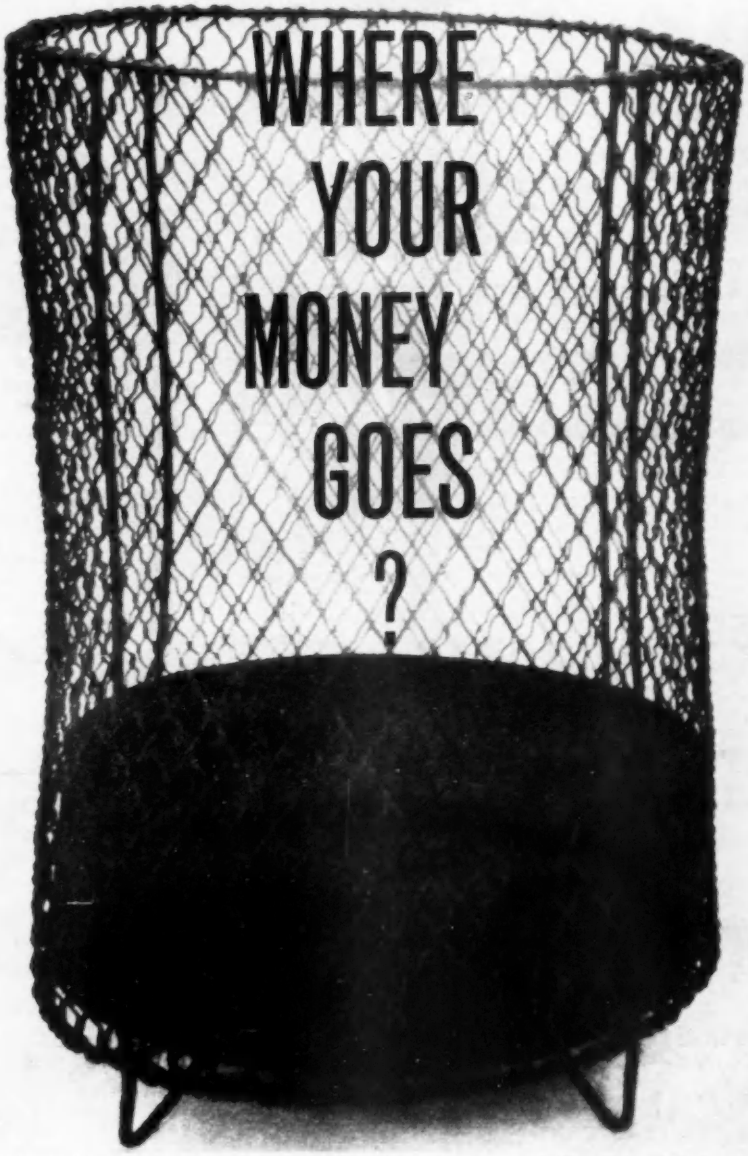

How many extra payloads could you fit in a working week if you were not tied to stringent servicing commitments? Let's face it—putting your vehicles in dock regularly for maintenance and footing bills for spare parts and servicing is a costly business! But it pays every time to invest in automatic chassis lubrication. Outlay is recovered sooner than you think, with reduced maintenance charges and replacement bills. Tecalemit automatic chassis lubrication takes complete care of the lubrication of your vehicles *while the wheels are turning.*

No more worries about maintenance dates . . . and you are free to make the most of profitable running time.

TECALEMIT SYNDROMIC SYSTEM—lubricates up to 80 points on the larger commercial vehicle.

TECALEMIT A.C.L. Single Line Automatic Chassis Lubrication System—for light commercial vehicles.

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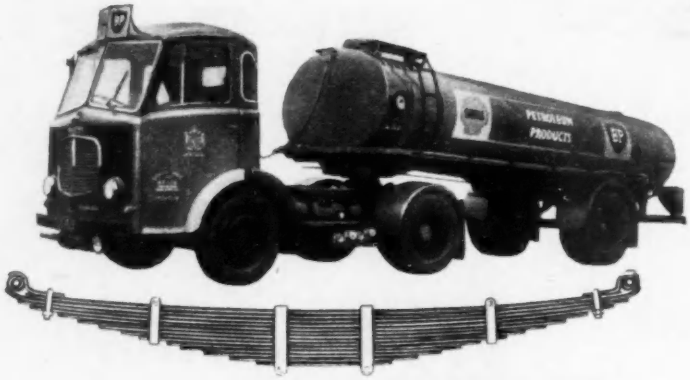
For a smoother ride SHELL-BP often depends on EVANS' SPRINGS



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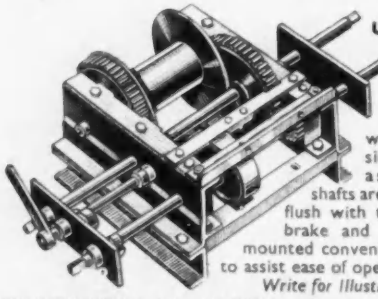
Thompson Winches SAVE FLOOR SPACE



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This winch is designed to be wound from the side of the vehicle as the winding shafts are extended to end flush with the body. Lever brake and safety pawl are mounted conveniently at one side to assist ease of operation.

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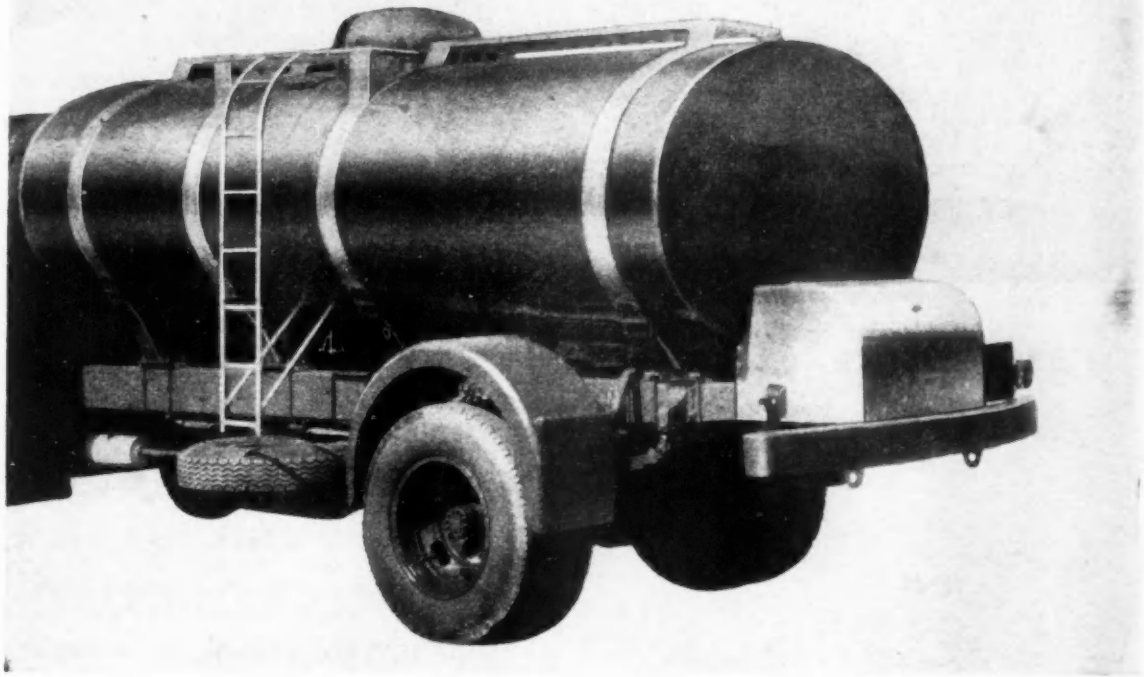

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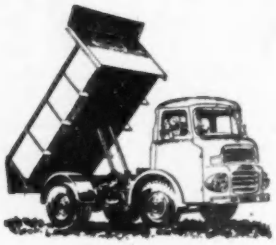

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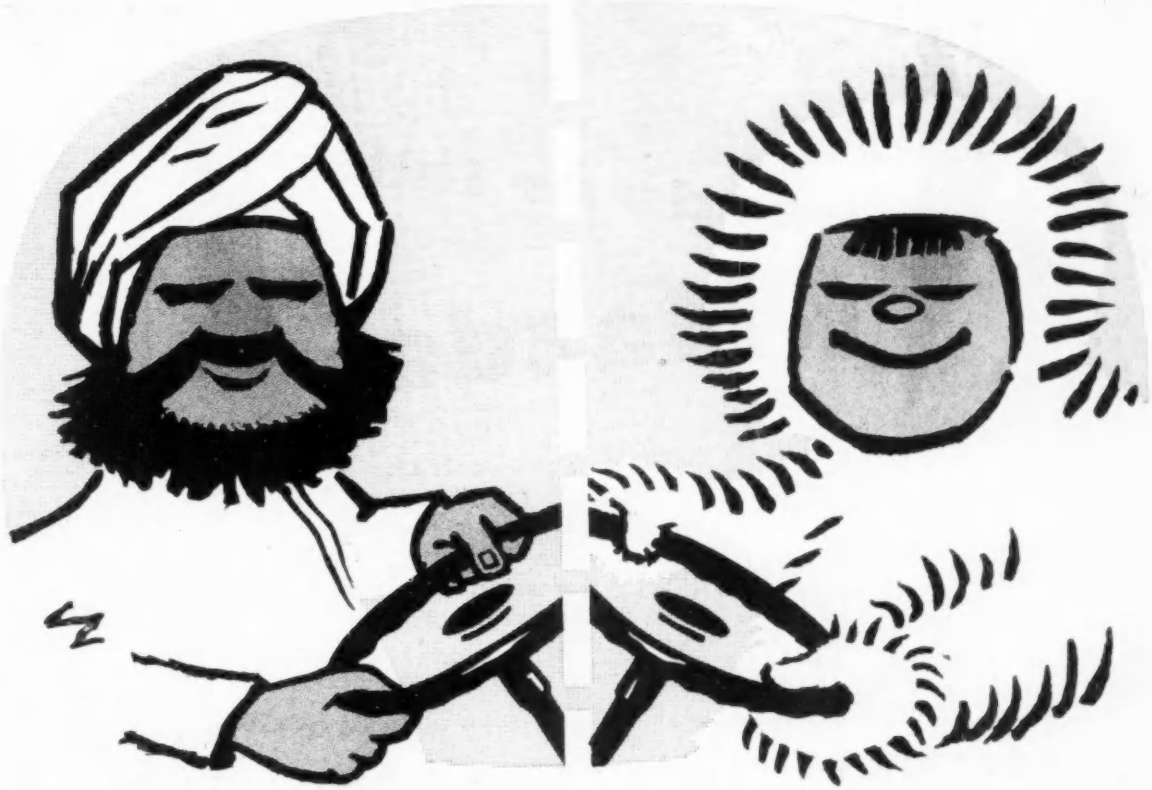

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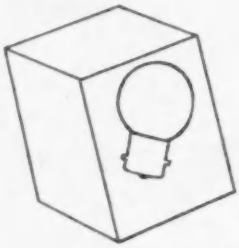

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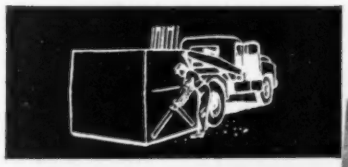
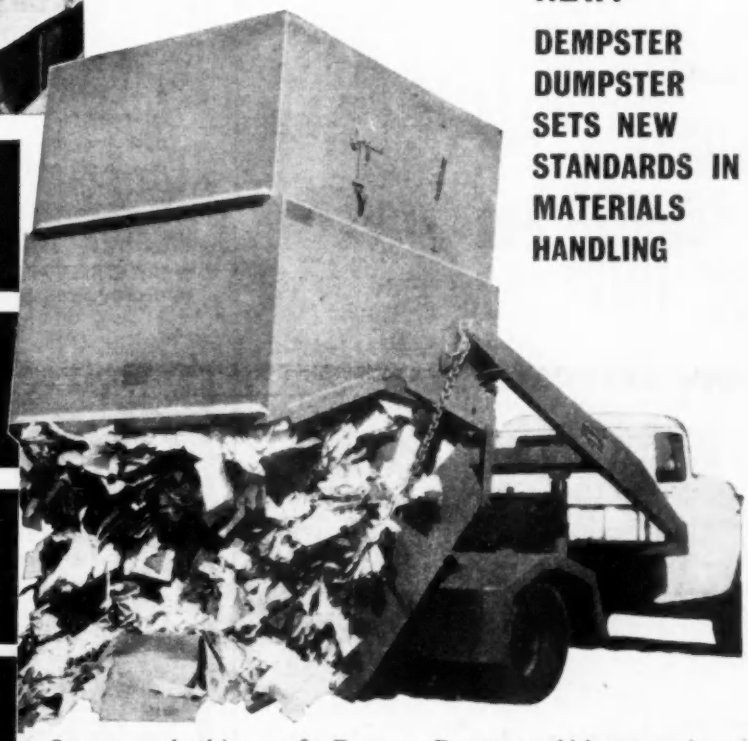
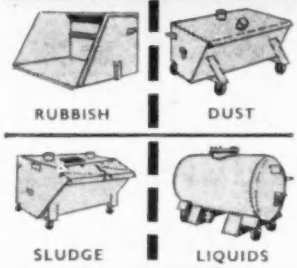




THE DEMPSTER DUMPSTER SYSTEMS



One man — the driver — of a Dempster Dumpster vehicle can service a large number of pre-loaded containers of infinite range and capacity.
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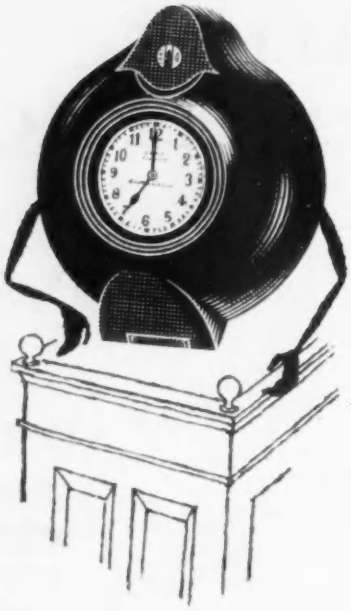

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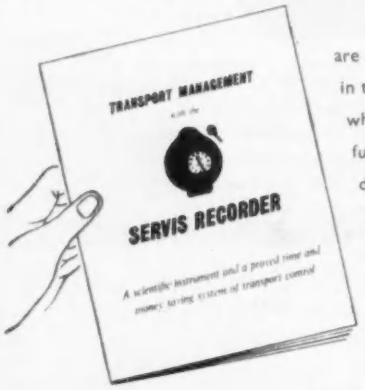

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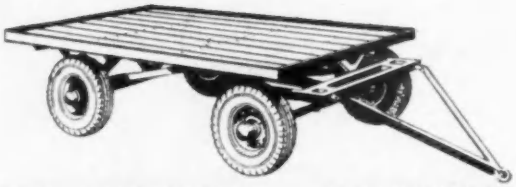

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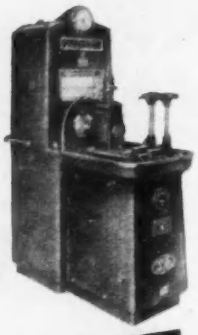

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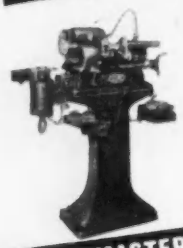

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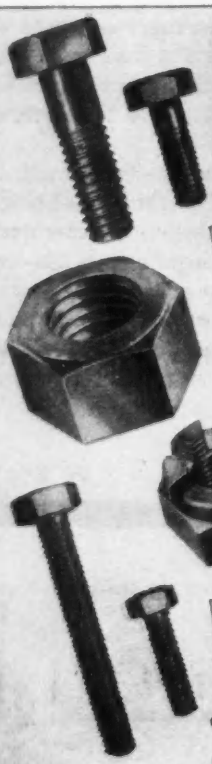

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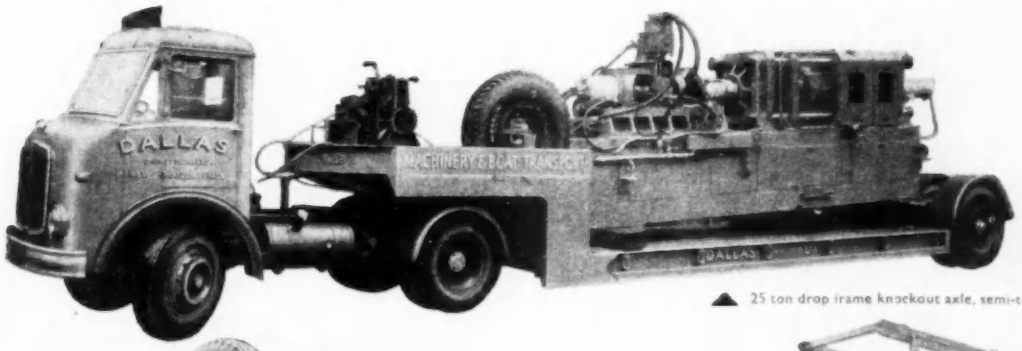

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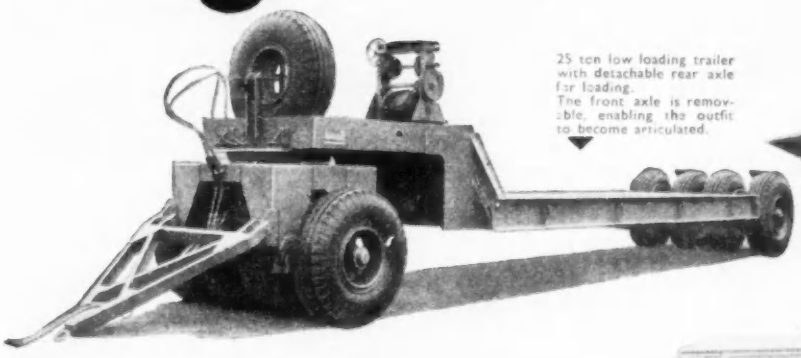

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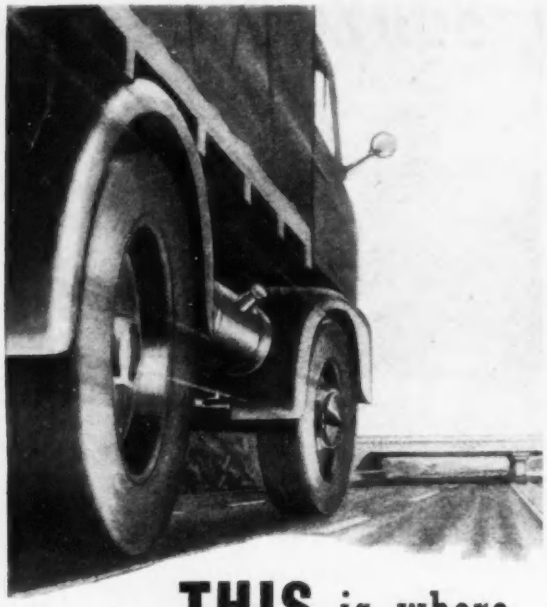

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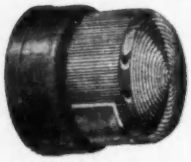

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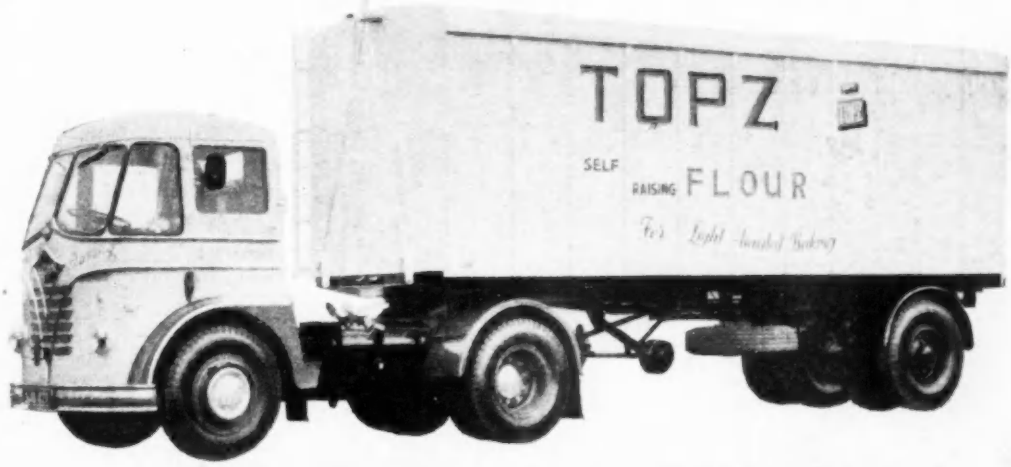

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Finding the Winner

THE most important ingredient of the Lorry Driver of the Year competition, the 1961 final of which is to be staged at Fort Dunlop, Birmingham, on Sunday, is undoubtedly the competitors, a simple fact that occasionally appears to be overlooked by people who should know better. Quite a percentage of the individuals competing regard the whole affair as having a distinct element of chance. In a competition of this nature nobody can expect to provide the perfect answer for all situations, but it remains of primary importance that, in an event such as this, the participants at eliminating centres shall be certain in their own minds that "they," meaning the promoters, are working with the same object in view as the drivers—to find the safest, most skilful man among those who compete.

With all but the final stage of the 1961 contest now complete, the organizers can look back on the remarkable success that has attended this enterprise over the years. They will be, at the same time, considering what action can be taken to increase the attraction of the contest to the general public. Whether in sport or industry, the hour of success is the time when wisdom suggests a stocktaking. Such a stocktaking would yield the pattern of victory whilst some later reckoning might only record a story of decline. This is something the organizers, fortunately, have well in mind already.

If a healthy atmosphere is to continue to surround the proceedings, the ordinary competitor must fully understand the contest and must feel that he is truly part of it. The brief solution to this problem of making the driver feel that he "belongs" is surely that the published programmes shall explain matters in an adequate manner. These, it must be remembered, are in the hands of the families, friends, workmates and other spectators, whose goodwill is valued. In certain areas the programmes are decidedly deficient in dealing with the methods adopted in the calculation of the results. Indeed, the calculation of some of the local overall winners is a matter of some bewilderment to an outsider.

With the greatly increased number of entrants throughout the country, the chances of any individual claiming national honours are becoming proportionately less, so that area titles are necessarily assuming a greater significance in the minds of the majority of those interested. It may, therefore, be that the national organizing committee may have to think again on the subject.

In a few centres the class winners line up for a final, all driving identical vehicles, a system that is adopted in the national final. Some favour the index-of-performance method. Here (as at Manchester, for instance) a figure of merit is produced, which indicates each competitor's position in relation to the best 25 per cent. of his class, so avoiding any chance of tests unduly favouring a particular category of vehicle. Oxford also uses a similar method.

Whether local organizers use one formula or another, however, is relatively unimportant so long as the participants are satisfied that they are being given a fair deal all round.

Turning to the national finals, their aim may be assumed to be the selection of the best all-round lorry driver of the year, a qualification which would imply the capability of driving a reasonable range of different vehicles. Bearing this in mind, would it not be an idea to arrange the final tests at this meeting of champions in future years so that class-winning drivers would undergo one timed test one each of three vehicles of different sizes in common use? This would, beyond all dispute, produce the Lorry Driver of the Year.

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NEXT WEEK

- Finals of Lorry Driver of the Year Competition
- Heavy "Artic" Road Tested

Men Who Make Transport

Thomas

HIS mother a schoolmistress, his father an engineer, his birthplace a South Wales town where children learnt English as a second language—who can wonder that Thomas Robert Williams acquired academic honours as other men collect athletics cups; that he is a humanist and one who delights in negotiation?

For the Welsh set as high a store on education as the Scots. If money was short, as it often was in the South Wales of 30 years ago, then at least the promising child—no matter whether girl or boy—must be given a chance of learning. Today, when the State takes care of us all from cradle to grave, they are still eager, down in the regions west of Cardiff, to "put letters after their names." Very often the result is schoolteaching or preaching. Sometimes a capable journalist emerges, sometimes a trade unionist leader or politician. In Thomas Williams' case it was a man of commerce.

This is how it happened. Williams senior, with a true Welshman's esteem for education as a sure basis for living, urged young Tom to qualify in a profession. So, leaving Llanelly for neighbouring Swansea, he entered a solicitor's office and turned out to be no ordinary articled clerk. He was soon to be the first first-class honoursman in the Law Society's finals, a first-class honoursman in the external LL.B. of London University—which won for him a university scholarship—a John Mackerel Prizeman and Clements Inn Prizeman. As the John Mackerel Prize is awarded for the best practical paper and the Clements Inn Prize for academic work, Williams junior looked like being a real all-rounder.

Most Welshmen having compassed all this would, I think, have opted for university teaching. But not Tom Williams. He toyed with the idea of reading for the Bar, and gradually

Bird's Eye View

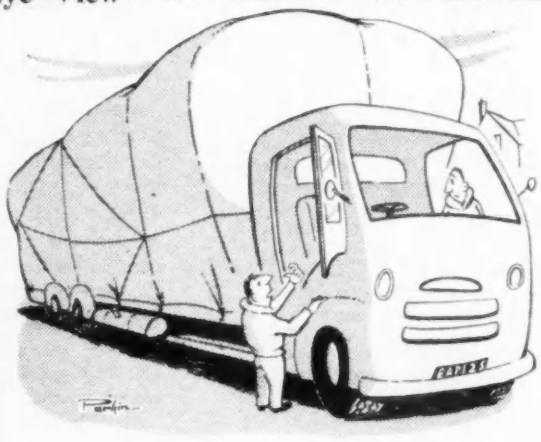
Maybe Not Just a Pretty Face

I ASKED the director of a Tees-side haulage concern if the opening of the Doncaster by-pass had speeded up vehicle operations and cut down costs. He answered in the negative and explained how, being a little curious about this, he had taken his car and, about an hour after three of his vehicles had departed for London, set out in pursuit of them. After traversing the whole of the new by-pass at maximum speed but not seeing a sign of them, he took the more laborious route through Doncaster and Bawtry. There, to his surprise, he came across the three vehicles, parked outside a transport café. Was it the food that had attracted them? No. In this case it was the pretty face of a waitress.

But, checking up on various pull-ups along the A1 recently, I found that the worst fears of café proprietors when the new roads had by-passed their premises had come to nought. In fact, in nearly every case, since the opening of by-passes, trade had increased. Is it that the boys get bored with by-passes, or, humanity being what it is, vehicle operating costs are to remain high because of the pretty faces of waitresses?

Unfraternal

A LOT is said these days about the necessity for give and take on the roads, particularly between commercial and private traffic. Generally speaking, I think the commercial driver does more giving than the private road-user, simply because of the limitations of his vehicle in a tight corner. He is also less willing to "take chances" than the man whose livelihood is not earned behind a steering wheel.



"Battery's flat, Fred. Give us a push!"

But one thing which does infuriate the private motorist in town is to be held up needlessly, or for a longer period than necessary, while a commercial vehicle manœuvres. An example of what I mean happened the other day on the A2 trunk road on its entry into London. The driver of an eight-wheeler wanted to reverse out of a narrow side turning on to the main

Robert Williams

abandoned a career in the practice of the Law. He tried Local Government—for three years he was assistant solicitor to the Great Ouse Catchment Board—at the same time going through Downing College, Cambridge, where he took a first in the Law Tripos, Part 2, then decided that Local Government was not for him.

Later, it was in his post as assistant solicitor to Allied Suppliers, Ltd., that he discovered his *métier* to be commerce. So it came about that he joined Ribble Motor Services, Ltd., in 1935, as assistant to the managing director—joined them after applying, Spencer Wills-like, for the advertised vacancy. The interviewing board must have been seized with some surprise at the educational status of this aspirant to bus honours; in the circumstances of that time no more appropriately qualified executive could have been imagined.

Anticipating events, let me say at this stage that it was his taste, and ability for dealing with people and his liking for advocacy which, revealed to the transport sphere in his Ribble career, led later on to his election as chairman of the National Council for the Omnibus Industry. He is still a member of the Council. One can understand that, in dealing with the problems of wages and general conditions of conductors and drivers, his temperament and experience stand the industry in good stead.

But, as I said, that is to anticipate. The war came. Williams was in the Air Force, in Coastal Command until 1945, a chapter of his story about which he said little to me.

He passed enthusiastically to the next chapter, which included his return to Ribble—of which he was acting general manager for some six months. After that his workplace was at the B.E.T. London headquarters, which in itself says all that needs to be said (or added to what has gone before in this appreciation) about his various abilities and potentialities. For, after many visits to Stratton House and a considerable number of interviews with the experts there, who help to run some of the most important enterprises in their field in the United Kingdom and the Commonwealth, I can say that in this organization above all, within the compass of my experience, people with mediocre competence or easily dampened fire of mind and spirit have no future.

He abandoned the Law for the Market Place.—Mr. T. R. Williams.

He's been there for 15 years now. What more could be said?

Nowadays, while the Northern General Transport Co., Ltd., Rhondda Transport Co., Ltd., and Aldershot and District Traction Co., Ltd., are among his responsibilities, he spends much time in Canada—indeed, he passed the greater part of last year in the Dominion and took off for Dorval again a day or two after I met him in Stratton House. B.E.T.'s interests there are extensive. They consist of Canadian Motorways, Ltd., and that company's 35 subsidiaries which, starting with 550 vehicles (in the broadest definition of the word) when Williams began to take a leading part in the organization, now operates some 2,500. It is a freight, not a passenger, business. But who would care to say that passengers will never enter their calculations?

Williams, a Welsh-speaking, English-educated Welshman, is an internationalist. He believes we have something to learn from transatlantic methods and that Canadians, at any rate, have a lot to gain from rubbing shoulders with senior business executives from this side. The Canadian penchant for delegating difficult commercial problems to committees mildly affronts his go-getting inclination, while their contrasting taste for making snap decisions without investigating all the probabilities causes his legal-commercial-negotiating head to shake chidingly. He did not tell me this. It is an inference of my own!

If that inference happens to be wide of the mark here is one that certainly isn't: of all his many qualities and achievements the most outstanding in my judgment is his humanism, by which I mean his ability and liking for dealing with people. From this springs his love of advocacy, his talent for negotiation and, at a crucial point in his career, his abandonment of the Law for the Market Place.

H.C.

B11

By The Hawk

road in order to retrace, presumably having lost his way. His mate got out of the cab, and calmly stopped the rush-hour traffic in both directions, *while the wagon was still 50 yards up the side turning and not even in motion!*

The manœuvre took something over three minutes, during which time about 300 yards of traffic had piled up in both directions. Most of the car drivers seemed to wait patiently enough, but one wonders if this is good public relations.

This instance is not so bad, perhaps, as the situation which occurs many times a day in London, when a driver, having completely blocked a side-street while he loads or off-loads, continues to pass the time of day with his mates while drivers of all types sit and fume.

Service Please

SERVICE is not always a strong point with garages these days, but fortunately there are many exceptions. I found one the other day when I came to a stop with a split water hose—luckily, as it turned out, outside Kingsbury Motors, Ltd., Kingsbury, N.W.9. Within five minutes a taxi had been obtained for my passenger who had an urgent appointment, and, not having the water hose required, a man was sent out for one to the nearest stockist, who was some two miles away. After a delay of only 45 minutes I was on my way again.

Other less-interested garages please note!

The Long Arm of the Law ?

I WAS told, recently, about a fellow who said that he could not take a driving test because his arm wasn't long enough—he'd read in a road safety booklet that a driver must put his arm out 20 yards before turning.

COMMERCIAL VERSION OF THREE-WHEELER

A COMMERCIAL version of the British-built three-wheeled car—previously known as the Heinkel—is to be made by Trojan, Ltd. Price is expected to be about £300 and the model will be available in the early spring of 1962.

Conversion to Commer ¾-ton Van

A RANGE of Kenex 11/14-seater tax-free conversions and p.s.v. models based on the Commer ¾-ton van have been put into production by Kenex Coachwork, Ltd., Barwick Road, Dover, Kent.

Seven different conversions are being produced. The three p.s.v.s—Kenecoach (12 seats plus driver), Kenebus Special (11 seats plus driver) and Kenebus (12 seats plus driver)—comply with current p.s.v. regulations. A raised all-metal roof is fitted and the body is lined throughout with leather grained Kenite and trimmed in p.v.c. material.

All seats are of tubular steel construction with coil spring and foam rubber upholstery and trimmed in washable p.v.c. material in a choice of five colours. Ashtrays and extra interior illumination are provided and all fittings, guard rails, etc., are chromium plated.

Four tax free conversions—Kenebrake, Roadmaster, Kenebus and Kenecrew—offer variations of all forward-facing or combined forward and inward facing seats for 12-14 persons.

More Volvos

THE AB Volvo manufacturing concern, of Sweden, whose output of goods vehicles is this year to be higher by some 20 per cent. than last year, is to increase production by a further 10 per cent. next year.

Lorry Drivers May Spearhead New Wages War

FROM OUR INDUSTRIAL CORRESPONDENT

A THINLY veiled threat that Britain's lorry drivers may spearhead the resistance against the Chancellor of the Exchequer's wages pause if the Road Haulage Wages Council proposals are not accepted, was made at the Trades Union Congress at Portsmouth last week. It came from Mr. Frank Cousins, general secretary of the Transport and General Workers' Union, which has the largest membership in the road haulage industry.

Coming from Mr. Cousins this is no idle threat. For it was he and the London busmen who fought the last wages freeze three years ago, and though he lost that fight through lack of support from other unions, this time there will be no lack of willing assistance.

Mr. Cousins made his threat during the T.U.C.'s debate on the economic situation, in which speaker after speaker, from the platform and from the floor, attacked the Chancellor's policy.

Mr. Cousins said they had been accused of rejecting the policy, but that nobody was willing to run the gauntlet.

"I have already told the Chancellor on behalf of my union that when they put a resistance on wage adjustments where we have the strength to back the challenge up, we shall take it up," he declared. "And we shall take it up with any employer."

He said they were not looking for who they could hit, but if a justified rise was resisted they would use every method at their disposal to obtain it.

He then referred to the Road Haulage Wages Council proposals which were now subject to confirmation. "If they are resisted we shall use all our strength and it is in a place where we can use it," he declared.

It was generally agreed afterwards that Mr. Cousins could only have meant road haulage. It is a field with which he is familiar as a former national officer.

It is also a field which contains many militant trade unionists. If there is to be a clash it may not be long delayed. The Road Haulage Wages Council is due to meet again next Thursday to consider objections to its proposals for a reduction of the working week from 44 to 42 hours and for increases ranging from 5s. 3d. to 6s. 3d. a week.

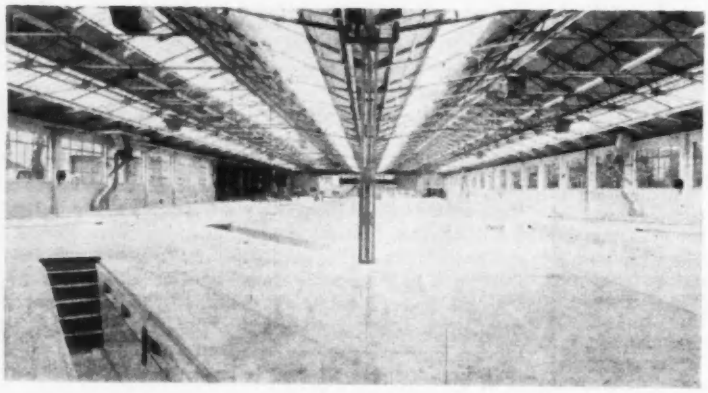
After that the proposals will go to the Minister of Labour, Mr. John Hare, for acceptance or rejection. And unless there is a change of Government policy in the meantime, this means that they will be sent back to the Council for reconsideration.

It is then that the trouble could start.

The T.U.C. also passed a resolution backed by the three railway unions deploring the Government's proposals for reorganizing the nationalized transport undertakings, "inasmuch as they preclude the possibility of an integrated and co-ordinated transport system which is essential to the economy of the country."

In particular, it condemned the Government's intention to abolish the British Transport Commission, to sectionalize the different parts of the nationalized transport undertakings, and to regionalize further the railway industry.

Finally, it instructed the T.U.C. General Council to take every possible step to reverse the present policy and promote a transport system in keeping with the principles contained in the 1947 Act.



An interior view of the new chassis dispatch building which has been built for A.E.C., Ltd., at their Southall works. Road testing, rectification, final painting, electrical accessory fitting and dispatch will be administered from the building, which cost £430,000. The main building measures 420 ft. by 120 ft., and has 16 pits, each fitted with fluorescent lighting and compressed air and electrical points. Two chassis bays are provided with an underfloor exhaust fume system to which vehicles can be connected by flexible couplers in order to keep the shop clear of exhaust fumes. At the north end of the building is a showroom measuring 66 ft. by 30 ft.

812

M.P.T.A. Essay Awards

THE Municipal Passenger Transport Association announces the following results of its 1961 essay competition:—

Section 1: 1, Mr. R. C. Edwards, assistant traffic superintendent, West Bromwich Corporation Transport; 2, Mr. K. H. Law, deputy chief inspector, Leicester City Transport; 3, Mr. W. G. Pennell, chief clerk, Darlington Corporation Transport. Merit Prizes: Mr. B. C. Clark, claims superintendent, Leicester City Transport; Mr. S. R. Parkinson, publicity officer, Manchester Corporation Transport.

Section 2: 1, Mr. R. Sanders, bus conductor, Leeds City Transport; 2, Mr. A. Bates, bus driver, London Transport Executive; 3, Mr. D. Oliver, bus driver, Wigan Corporation Transport. Merit Prizes: Mr. J. A. Farrington, bus driver, Sheffield; Mr. S. Brown, bus driver, Wigan.

M.P.T.A. CONFERENCE: PAGE 218

All in a Day's Work

The stolen Thames van being winched up the steep face of the quarry, in the waters of which it was accidentally discovered.

IT'S all in a day's work—a Sunday's work in this case—for the Unity Garage Breakdown Service, of Edgehill Road, Leicester. It all started when the Leicester Underwater Explorator Club found a stolen Thames van in a quarry at Stoney Stanton. They immediately contacted Mr. G. Rogers, of Unity Garage, who went out with two of his breakdown vehicles, a Morris 4 x 4 and an Albion 6 x 6. There were no trees handy and no firm earth, so the Morris was used as a ground anchor for the Albion. Members of the Underwater Club floated the van up from 25 ft. of water with buoyancy bags, and the Unity team then started to haul it up the 80-ft. cliff face. Near the top the van fouled projecting rocks, so Mr. T. C. Pett, of Unity, climbed down and steered the van to the top. The actual haul up the cliff face took 15 minutes.

Midway Switch Bid: Decision Reserved

A LONG-STANDING conversion application by Midway Haulage, Ltd., Golborne, regarding 11 vehicles, was concluded at Manchester on Tuesday. Two applications were before the Licensing Authority, one in respect of three units on contract to J. Bibby and Sons, Ltd., which were to be surrendered and a public A licence substituted, and the other for the B fleet to be put on A licence.

A common normal user was requested of: "human and animal feedingstuffs within 100 miles of base." If the A application was refused an alternative application was put forward for a B licence for the 11 vehicles with conditions to read: "human and animal feedingstuffs, sugar, soap and soap products, steel and building materials, and goods for export within 100 miles."

British Railways and British Road Services objected, and Mr. J. Booth, for the B.T.C., submitted that although no additional units were involved in the application, they were designed to increase facilities. The A application was required so the company could carry back loads and there had been no proof of need to entitle them to do this. It was an outrageous case and all evidence had been rebutted by the objectors.

The North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, reserved his decision.

The 400,000 to One Chance

A BARNSLEY bus company has made 400,000 oil checks on its 380 buses in the past 10 years and only once in that time has a mistake been made, Barnsley magistrates were told last week. But that one lapse led to the court appearance of the company and a driver.

The Yorkshire Traction Co., Ltd., and one of their drivers, Alfred Thomas, aged 27, of Castle View, Dodworth, near Barnsley, were charged with using a bus emitting an oily substance on to the road.

Mr. J. Gilfeather, defending, said that the oil cap had not been replaced following an engine check. This was the first time it had happened and he asked the magistrates to regard the offence as one in 400,000.

Thomas was given an absolute discharge, and the company was fined £1.

Secretary Without Company

AN unopposed application by a London haulier who admitted illegally operating a vehicle whilst under the mistaken impression that he was the secretary of a company was adjourned by the Deputy Metropolitan Licensing Authority, Mr. C. J. Macdonald, last week, to await the outcome of police court proceedings.

Mr. R. W. Bibby Trevor, for the applicant, C. H. Eaves, of London, N.W.1, said that originally the B.T.C. had objected to a new B application for three vehicles to carry bricks for the London Brick Co. within 40 miles of King's Cross, but his client had agreed to reduce the radius to 25 miles and the objection had been withdrawn.

Mr. Trevor told the Deputy Authority that his client was rather "at the mercy" of the court. The circumstances were rather unusual and he desired to put all his cards on the table.

His client had been friendly with a Mr. Sparks who had incorporated a company, F. W. Adams and Co., which had three A licences. Through domestic and financial troubles Mr. Sparks decided in 1955 to leave and go to Portsmouth. He no longer possessed vehicles but still had the licences.

Sparks told the applicant that, in view of his departure, he proposed to make him the secretary of the company and, as the applicant had vehicles of his own, he could transfer them and use them under the company's licences.

Unfortunately, before leaving he did not take the necessary steps to make his client the secretary. His client's knowledge of company law was "nil." Virtually then, from 1955, the licences had been operated with Mr. Eaves' lorries.

It later emerged that in October, 1958, the company was dissolved as "redundant," but this fact was unknown to Eaves.

Last March a policeman stopped one of the vehicles and, as a result, summonses were issued for failing to insure the vehicle; using a document resembling one by which a vehicle is identified as being authorized; and unlawful use of the vehicle in that it had no carrier's licence.

No A Licence

His client, said Mr. Trevor, contended that he had paid for the renewal of the licence, but there had been a hold-up in the L.A.'s office because of the proceedings and he could not produce an A licence.

The applicant contested the issues, but his defence was not accepted. A witness from the insurance company concerned said that though insurance premiums had been paid up to date, in view of what had come to light the vehicles could not be held to be covered. Eaves was fined and disqualified from driving for 12 months.

Similar further summonses had been taken out against his client who had not yet been heard by the Clerkenwell magistrates.

Before the case was closed, Mr. R. C. Oswald, for the B.T.C., told the Authority that B.T.C., as objectors, had known nothing of the facts which were now before him and they would have to consider the matter further.

Men in the News

Mr. G. T. T. Jackson has taken up his appointment with Cranes (Dereham), Ltd.

Mr. P. Brougham has been appointed branch manager, Haslemere Motor Co., Ltd.

Mr. J. Keech, assistant service manager of Kennings (Bedford), Ltd., since October, 1950, has been appointed service manager.

Mr. T. W. E. Fish, transport manager of the Buxton, Derbys, limeworks of the I.C.I. Alkali Division for the past 32 years, has retired.

Mr. Peter Gomm has been appointed public relations manager of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., a newly created post. He was previously editor of Goodyear publications.

Mr. Ernest James Scott has been appointed chairman and managing director of Bluemel Bros., Ltd., following the death of the previous chairman and managing director, Mr. Frank William Bluemel.

Mr. P. W. Howard, deputy chairman and former managing director of BTR Industries, Ltd., has retired. Mr. Howard, who is 70, was with the company for 35 years.

Mr. P. S. Greenhill, manager of the Norwich branch of the British Wagon Co., Ltd., has been promoted to assistant sales manager at the company's head office in Rotherham.

Mr. P. R. Scutt, managing director of Tecalemit, Ltd., is visiting America to extend the company's business in the U.S. and to attend a board meeting of the Imperial-Eastman Corporation of Illinois, of which he is a director. He is due to return to Britain next Wednesday.

Mr. Walter West and **Mr. Charles Robertson** have been appointed executive chairman and managing director, respectively, of Beans Industries, Ltd. Mr. West is deputy chairman of Leyland Motors, Ltd., chairman of Scammell Lorries, Ltd., and managing director of West Yorkshire Foundries, Ltd. Mr. Robertson is director and general manager of West Yorkshire Foundries, Ltd.

Warning About Falling Traffic, Rising Congestion, from London Transport

THE £1.4m. margin left from net receipts during 1960, after all charges had been paid, was by normal commercial standards still below the level needed to put the undertaking in a sound financial position. This is stated in the 1960 Annual Report of the London Transport Executive. The margin in 1959 was £30,000.

The 1960 result was largely due to considerable savings in working road services owing to the shortage of crews, and to the increased earnings of the smaller number of buses which were in operation. This position could not be allowed to continue. It would not be reasonable to look forward to a continuance of such high earnings if the quality of services offered on the roads was to remain as poor as it was in many areas in 1960.

Problems relating to staff shortages were among the principal ones which faced London Transport last year. Two pay rises, in March and October, materially improved the position towards the end of the year, and this continued into 1961. Although there was still a serious shortage of operating staff it had been possible, with the co-operation of drivers and conductors in overtime and rest-day working, to bring services nearer to an acceptable standard.

Passengers carried on London Transport road services last year were 2,593m., compared with 2,756m. in 1959. Traffic on the Underground railway continued to grow, being attributed among other things to a transfer of passengers from "the depleted bus services labouring under crew shortage and street congestion."

The problem of the roads was a picture of a relentless rise in traffic and worsening congestion, despite the completion of major road works. Buses were delayed more in 1960 than the previous year. The provision of parking meters had reduced congestion, and improved journey times for buses by up to 4 per cent.

Work on various projects aimed at reducing fuel consumption had continued. It had been found that after use for some 30,000 miles the oxidation-inhibited castor oil used as a rear axle lubricant was still capable of effecting a 2 per cent. saving in fuel. Wholly synthetic oil for worm-driven axles was very resistant to deterioration in service and was now in use in some 260 buses.

LEYLAND OUTPUT INCREASED

LEYLAND MOTORS, LTD., report that they are exporting some 60 per cent. of their total output of heavy commercial vehicles. During the first eight months of this year output of complete chassis was more than 12 per cent. greater than for the same period in 1960. Production of vehicles for the home market was 5 per cent. higher, and for export some 20 per cent. higher.

NEW TYRE DEPOT

BROWN BROTHERS' tyre department in Liverpool now operates from a new building in Kent Street, close behind the company's main premises in Duke Street.

Southdown Fares Application Granted

THE application by Southdown Motor Services, Ltd., to increase fares on their stage carriage services, has been granted by the South Eastern Traffic Commissioners, pending the publication of the revised charges.

The application was to produce an additional revenue of £138,000 a year and was necessitated by recent increases in costs, in particular the wage award operative from May last. These, together with the increase of 3d. per gallon in the tax on fuel oil will cost the company approximately £199,000 a year.

Despite objections from certain local authorities, five of whom were represented at the hearing, the Traffic Commissioners held that the additional revenue that the company was seeking was required.

Call for Rural Bus Assistance

AT a meeting of the Rural District Councils Association at Scarborough last week a resolution approved expressed the view that the only way to maintain diminishing rural bus services was by assistance from the Exchequer and the County Councils.

In the discussion it was claimed that part of the trouble was caused by the take-over of small companies by big companies, who would not operate services which did not pay.

Manchester I.T.A. Division

THE Industrial Transport Association has opened a division in the Manchester area. The chairman is Mr. J. M. Benson, transport manager of J. and E. Arnfield, Ltd., Audenshaw, Manchester, and Mr. G. H. Minshall is vice-chairman. Secretary and treasurer is Mr. Guy Claydon.

The division's winter programme includes the presentation of various papers, lectures, social gatherings and outings. Meetings are to be held on the second Tuesday in each month.

Obituary

WE regret to record the death of Mr. James Cunningham, Mr. Frederick McMillan, and Mr. Frank Bluemel.

Mr. James Cunningham was one of the few remaining private bus operators in Scotland. The company, Cunningham's Bus Service, of which he was managing director, operates part of the service between Paisley and Renfrew. Mr. Cunningham was also a director of Transport Operators (Paisley), Ltd., and a member of the Passenger Vehicle Operators Association.

Mr. Frederick A. B. McMillan was in business as a haulier at Kirkliston, West Lothian, Scotland.

Mr. Frank William Bluemel was for many years chairman and managing director of Bluemel Bros., Ltd.

M.P.T.A. Chief Calls For Co-ordinated Transport System

"THERE is no doubt in my mind that ultimately there will have to be a co-ordinated system of transport throughout the country," said Alderman S. P. Hill, president of the Municipal Passenger Transport Association, in his address to the Association at their 60th annual conference at Southsea on Tuesday. He suggested that the passenger side would have to be interrelated—rail and country buses and municipal transport—with goods and mineral traffic sent chiefly by rail with local haulage for local delivery. Much of the heavy road transport should not be allowed to pass or enter our towns or cities, he contended.

An almost insoluble difficulty facing the industry was the matter of continually rising costs. Economies had been made in every direction to keep expenditure down and operators had increased their revenue by raising fares. To economize further, in most cases would mean reducing services.

Speaking of the Jack Committee, Alderman Hill asked: "Why was it not realized that its limited terms of reference prevented properly balanced and unanimous recommendations?" If some form of subsidy was the final outcome, surely the non-paying urban services should be entitled to the same consideration as rural services.

He did not think operators were getting a fair deal. The "complicated business" of obtaining fares increases, the fuel tax, Excise duty, etc. were all obstacles in their way. Such matters should surely be dealt with at Ministerial level.

Turning to one-man bus operation and the Trade Unions, Alderman Hill—himself a trade unionist—said that recent discussions at national level with the unions had met with little or no success. Surely union leaders could see that gradually they were being priced out of the market, he said.

M.P.T.A. Conference papers are reviewed on page 218.

Air Suspension On New Semi-trailer

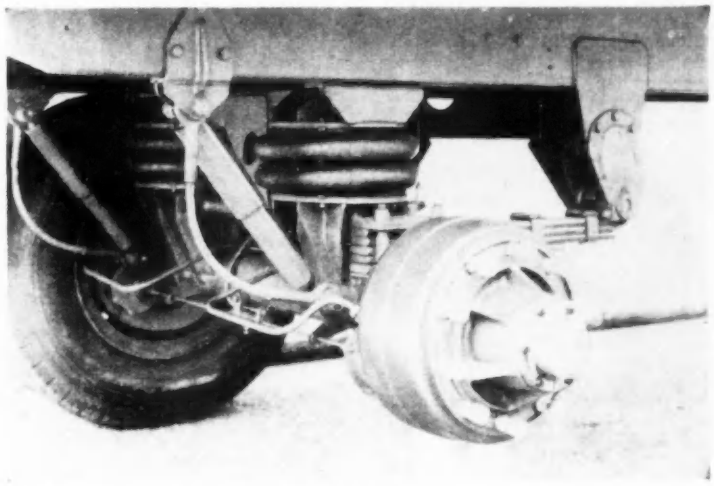
DUNLOP Pneuride flexible-link-type air suspension is incorporated in a new 12-13-ton semi-trailer now in full production by R. A. Dyson and Co., Ltd., Liverpool, 8. The single-axle semi-trailer is known as the Dyson Mk. II, and is 26-ft. long and 8-ft. wide. A prototype has recently completed 20,000 miles in service with Liverpool Warehousing Co., Ltd.

Double-convolution air bellows are employed, and a laminated radius arm on each side of the semi-trailer provides longitudinal location and absorbs braking torque. Transverse location is provided by a single Panhard rod. Bellows pressure is controlled by two Dunlop levelling valves, the linkages to which incorporate nylon-bushed ball joints. Each spring has its own surge tank.

Rubber-bushed Suspension

The air springs contain rubber bump stops, and rebound control is provided by check wires. Inclined telescopic dampers are fitted behind the bellows. The suspension is rubber-bushed throughout, thus eliminating the need for lubrication and this latest system is claimed to show a substantial saving in weight compared with the earlier trailing-arm type.

The semi-trailer chassis frame has pressed-steel side members, the maximum depth of which is 15 in. S.A.E./S.M.M.T. fifth-wheel coupling gear and wind-down landing gear are fitted, and the Dyson "high-speed" tubular axle carries Girling 15½-in. x 6-in. brakes air-actuated through a two-line system.



The new Dyson Mk. II semi-trailer air suspension, showing the laminated trailing arms, double-convolution air bellows, telescopic dampers and rebound-check wires.

Six out of 32

IN a reserved decision on Tuesday, the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, granted six A-licence vehicles of an application by Henry Gilbraith, Ltd., for 32 vehicles.

Gilbraiths had put in alternative applications for 32 A-licensed vehicles or 33 on B licence. The case was part heard in August and finished last Friday. The company had stated that 25 of the 32 A-licence units were on B licence, one on A licence, and six were to be acquired. One B-licence vehicle was sought for maintenance purposes.

Army Driving Contest

MORE than 1,000 drivers of the Regular and Territorial Armies, including the Women's Royal Army Corps, will put their driving skill to the test next month when they take part in country-wide driving championships organized by the British Army Motoring Association.

Teams from all Home Commands and from B.A.O.R. and S.H.A.P.E. are to take part in the contests, the main object of which is to improve the standard of driving and road safety of army drivers.

The Regular Army competition will take place from October 14 to October 20. Starting points will be Aldershot, Yeovil, Chester, Catterick and Colchester. The course will take competitors through 32 counties and will end at Catterick.

For the Territorials the competition will be held during the week-end of October 21-22. Starting points will be similar to those for the Regular teams, with the addition of Edinburgh and Ranby, Notts. Routes will be shorter but the tests will be no less severe.

Latest Packing Methods Demonstrated

A NEW range of American portable strappers and staplers is shown at Olympia at the International Packaging Exhibition, which ends today. Also on display is a new type of storage bin and a range of flexible strapping tapes.

The strappers, which are pneumatically driven, are shown by Signode, Ltd., Breams Buildings, Fetter Lane, London, E.C.4, and models are available for steel strip with widths from ⅜ in. up to 1¼ in. Tightness of the strips is preset by an air-pressure regulator.

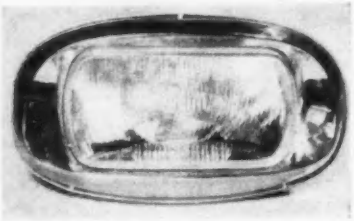
Also pneumatically powered is the Clincher wire stapler made by the International Staple and Machine Co. of Illinois and shown by Industrial Stapling and Packaging Ltd., Rathbone Street, W.1.

New Headlamps From France

RECTANGULAR Cibié headlamp units as fitted to the Citroen AMI 6 car are now obtainable in the U.K. from the sole concessionnaires and distributors for the French makers—Brit-Over, Ltd., 17 Eyre Court, Finchley Road, London, N.W.8. The design of the reflector of these units combines the advantages of the Continental asymmetric meeting beam and the four-headlamp system.

In addition, the rectangular form will no doubt be welcomed by body designers, particularly of luxury coaches, as this shape will blend well with current trends in body styling.

Overall dimensions of the Cibié headlamp, measured over the chromium-plated surround, are 13½-in. wide by 7¼-in. high. The glass itself measures 9 in. by 4½ in. Maximum depth of the surround is 2¼ in. and the distance from the extreme rear of the bulb adaptor to the locating face behind the front surround is 6¼ in.



A front view of the Cibié rectangular headlamp unit.

The light unit incorporates a large rectangular parabolic reflector (in effect a circular reflector with the top and bottom portions flattened) with segments of small-diameter parabolic reflectors located in front of it, above and below the bulb. The angular dimensions of the segments allow the bulb to illuminate the whole of the actual parabolic surface of the large reflector. This arrangement provides a long-range, wide-angle beam of even intensity and makes the headlamp units ideal for high-speed driving.

Other features incorporated in the Cibié headlamps are means for converting them from left-hand to right-hand dipping and for adjusting the vertical aim from the driving position.

The first is carried out by removing the bulb holder, which is held in place by two spring clips, and re-positioning a small locating peg to the right or left according to the dipping required. The second is made possible by pivoting the reflector and glass at its top fixing in the housing and altering the position of the bottom through a spring-loaded control cable.

A 45/40 W. double-filament bulb is fitted and the bulb holder has at its end connections for earth, main and dip filament leads.

The Difficulty of Removing Industrial Waste

THE difficulty in disposing of industrial and trade refuse in the Ellesmere Port area led to Mr. E. A. Mealor applying to widen the conditions on his B licence at Wrexham on Monday.

Mr. J. Edward Jones, for the applicant, stated that he operated one specialized vehicle with a vacuum tank which removed waste and sludge from septic tanks and cesspools. At present this was allowed to carry for one customer only, but its time was not fully occupied. There had been requests from other organizations who wanted refuse moved and Mr. Mealor wanted to collect within 10 miles of his base at Ellesmere Port.

In evidence, the applicant pointed out that it would be impossible to dispose of all the rubbish within 10 miles of his base as there were not enough adequate tips. Therefore he asked to be allowed to travel within a 50-mile radius for disposal purposes.

Mr. T. J. Dyer, of Flintkote, Ltd., bitumen emulsion manufacturers, said that they had difficulty in removing sludge from their storage tanks. At present it had to be dug out and put into drums, but it would be much more convenient if it could be removed in bulk by a special vehicle.

He told Mr. A. E. Whitehead, objecting for A. E. Woodham (Cleaning Services), Ltd., that the problem had only assumed large proportions as their production had increased. They had not applied to other hauliers who were licensed to remove this type of waste.

Mr. A. F. Hillsbury, production manager of the Ready Mix Concrete Co., Ltd., stated that they had to dispose of cement sludge and because they did not have the use of a special vehicle they had to use manual labour and pumps. This was most unsatisfactory.

In submission, Mr. Whitehead said that there had been insufficient evidence regarding the attempts of the witnesses to find alternative facilities for removing their waste. However, the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, considered that a case had been made out and he granted the application.

Contract A-to-A Application

AN application for a new A licence for three vehicles of 16½ tons and one trailer of 3 tons was advanced by John Fleming, of Bridge of Allan, at Glasgow last week. The proposed vehicles were to replace contract vehicles operated by three concerns.

Mr. J. Law, for the applicant, said that this had been a contract basis operation for eight years. The three firms were all timber industry concerns and the operation of specified vehicles under contract lead to lack of flexibility. The proposed licence would give improved flexibility of operation.

Mr. Brown, for B.R.S., asked whether the concerns would continue to operate contract licences if the application failed. Mr. Law pointed out that this approach was unfair since the witness firms would have no option but to do so. All three firms said their businesses were increasing and that transport needs were also increasing.

Mr. W. F. Quin, the Scottish Licensing Authority, said the failure of the objectors to lead evidence must influence his decision. He would allow one vehicle plus one trailer equalling 11¼ tons for one concern and would refuse the other two. He would draw up an appropriate normal user.

Micrograms . . .

Apprentices' School: What is believed to be the first British full-time apprentices' school to be run by a retail motor trade organization, has been opened by Lex Garages, Ltd. A three-year workshop training programme will be mainly carried out at the Lex Garage, Ebury Bridge Road, London, S.W.1.

Research For Industry: How, after a decade of pioneer work, the National Engineering Laboratory is now one of the premier centres for engineering research in Britain—and its keynote co-operation with industry—is told in the Laboratory's 1960 annual report. The report is obtainable from H.M. Stationery Office, price 5s.

Meters for Soho: Mr. Ernest Marples, Minister of Transport, has authorized the installation of 550 parking meters in the Soho area of Westminster. They will come into operation on November 27.

"No Smoking" notices are to be displayed on the lower decks of their double-decker buses by United Automobile Services, Ltd., Darlington.

New Service Agents: Pritchett and Gold and E.P.S. Co., Ltd., have appointed the following new Dagenite service agents: Westland Engineering Supply (Swansea), Ltd., Goitre Fawr Road, Killay, Swansea; Edmund Fox, Ltd., 27-29 New Sheddon Street, Paisley, Renfrews; Forge Engineering Works, 83 Mote Road, Maidstone, Kent; J. L. Playfoot, Ltd., 102-8 High Street, Redcar, Yorks, and Auto Supply Co. (Harrogate), Ltd., Railway Street, Bishop Auckland.

Bowmaker Branches: New Bowmaker, Ltd. offices are now open at Bowmaker House, 5 Wynnstay Road, Colwyn Bay, and at Bowmaker House, 10 Pierpoint Street, Worcester. At Sheffield new offices are due to be opened next Monday at Lloyds Bank Chambers, 4 Earl Street, The Moor.

Any Room? The Lincolnshire Vintage Vehicle Society are in urgent need of storage accommodation for their growing collection of vintage buses but so far have not found anything suitable. They have their headquarters at 137 Doddington Road, Lincoln

Finding the Top Lorry Driver of 1961

WHO will become the 1961 Lorry Driver of the Year? The final is to be contested at Fort Dunlop, Birmingham, on Sunday. There will be a lot of new faces but among those who were at last year's final are K. Kirton, who headed Class B at the Coventry eliminating round, E. C. Walford, who won Class F(2) at Southend, and the Class G winner from Croydon, C. G. Fey.

The four tests which will decide the 1961 final are shown in the accompanying diagrams. The winners in each class at Sunday's National Final will re-run the test course all driving similar Bedford TKs to contest the Lorry Driver of the Year title.

A competition will also be held to judge the best driver's cab. This was held for the first time last year. This year's competition is based largely on advice by the editors of *The Commercial Motor* and *Motor Transport*.

Two of the tests are timed for calculation in the results. These are test 2 and test 3. The remaining two tests are timed only in the event of a tie for first place.

These are the general rules relating to all the tests:—

Signals need not be given whilst competing in the tests shown below. Competitors must not move their vehicles in the test area unless signalled to do so by a marshal. Passengers may not be carried during the driving tests.

Where **kerbs** are referred to in the test instructions, they may be indicated by white lines, but running on to or over white lines in such cases will be penalized in the same way as if a kerbstone had actually been sited. Obstructions include all natural and artificial barriers.

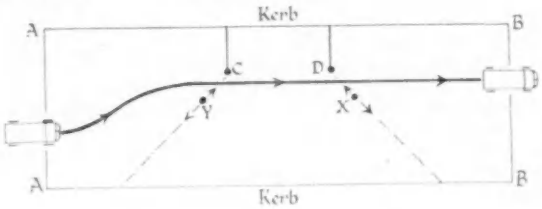
For flagrant **breaking of regulations,** test instructions or for dangerous or careless driving, or by assistance from spectators, the penalty will be disqualification. Disqualification will necessitate retirement from the competition.

When vehicles are required to stop **astride** a line, astride is to be taken as meaning the following: Four-wheel vehicles—between front and rear axles. Six-wheel vehicles—between front and foremost rear axle. Eight-wheel vehicles—between rearmost front axle and foremost rear axle. Articulated vehicles—between rearmost tractor axle and foremost trailer axle.

* * *

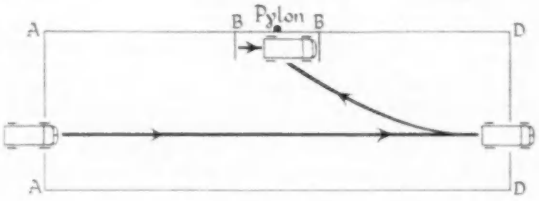
PENALTIES: The following penalties are common to all tests: Failure to complete test correctly (e.g., an error making accurate measurement or timing impossible), 50 marks over worst correct performance. Touching obstructions or kerbs, 20 marks per touch. Mounting, overrunning or displacing kerb or simulated kerb, 40 marks per error. Failing to stop astride line indicated, 20 marks. In marking, ½ in. or over to count to next highest penalty point. Any competitor who causes delay may be deemed to have failed the test, and the marshal in charge is empowered to instruct the driver to discontinue attempting the test, with penalty as in the first penalty above.

TEST 1 WIDTH JUDGEMENT



TEST 1: Start with front wheels on line AA as illustrated. Indicate to marshal the minimum gap at YC through which your vehicle can pass. Now indicate minimum gap at DX through which your vehicle can pass. Both pylons X and Y can only be moved at 45° to the course, i.e., not left or right. When pylons are set drive forward to pass between pylons Y and C and X and D to stop astride line BB. Any competitor who fails to maintain continuous forward movement may be deemed to have failed the test. **Special Penalties:** Excess of width of vehicle between pylons CY and DX, one mark per inch in excess of two inches.

TEST 2 KERB PARKING



TEST 2: Distance between obstacles BB to be 1½ times the overall length of the vehicle. Start with front wheels on line AA, engine running. A maximum of three moves is permitted—forward, reverse, forward. **Special penalties:** Distance from kerb BB measured to nearside of foremost and rearmost pairs of wheels, one mark per inch. Variation between measurement made to nearside foremost and nearside rearmost wheels at kerb at BB, two marks per inch (unless such variation is due to vehicle design, when allowance will be made). Exceeding permitted number of moves, 50 marks per move.

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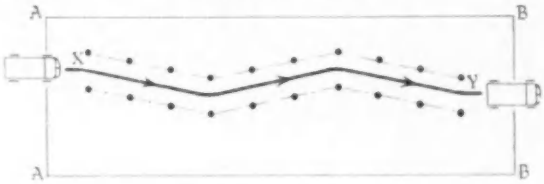
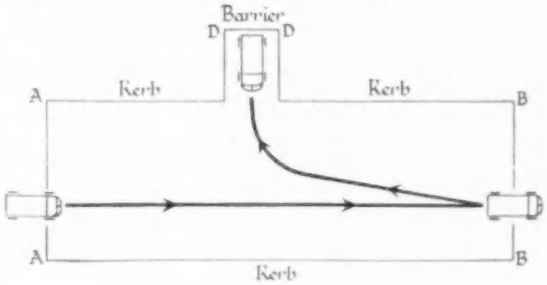
TEST 3 VEHICLE POSITIONING



TEST 3: Start with front wheels on line AA. Drive down lane XY between obstacles on left and right of lane without touching any obstacle. Stop astride line BB.

TEST 4 REVERSING INTO LOADING BAY



TEST 4: Start with front wheels on line AA, engine running. Drive forward to stop astride line BB. Reverse from BB into loading bay, but not touching barrier DD. Movement from AA to BB must be continuous. From BB to DD only one forward move is permitted for rigid vehicles and two forward moves for articulated vehicles. Any competitor who makes more than the stated number of moves, may be deemed to have failed the test. **Special Penalties:** Distance of rear of vehicle from barrier DD, one mark per inch. Variation in excess of three inches in measurement between nearside rear and offside rear of vehicle and barrier DD, two marks per inch.

★

Special Unit for Fridge Transport

A consignment of refrigerated display cabinets being unloaded from the Bedford/Scammell outfit at a new Supermarket being built for Fine Fare at Chichester.

A SEMI-TRAILER outfit intended for the transport of refrigerated display units has been put into service by the Smithfield Refrigerator Co., Ltd. A Bedford TK 8-ton tractive unit and a Scammell 25-ft. trailer with automatic coupling make up the unit which was supplied by the Capital Motor Co., Ltd., Tottenham Lane, London, N.8.

Because of the bulky, but relatively light character of the load to be carried, a structure was designed for the semi-trailer so that two layers of units could be carried.

To facilitate loading and unloading, a Hiab 2-ton capacity hydraulic crane is mounted on the tractive unit. This gives a reach of 13 ft. and incorporates hydraulic support legs on both sides to give stability. Power is supplied from a power-take-off on the Bedford gearbox.

All design work for the mounting of the Hiab crane and the layout of the structure of the trailer was done by the Capital Motor Co., Ltd., and completed by Jack Rigby Motors, Ltd., of Southall.

The support structure takes the form of five transverse frames positioned so that they lie between the refrigerator units. The frames fit into sockets on both sides of the platform, and the tailboards and head-boards, also of rolled steel sections, are built to the same height. Two longitudinal channel-section members are connected to the top of the transverse frames and the tail- and head-boards. The webs of these face upwards and are located so that the feet of the upper row of refrigerator units fit into the channel to prevent movement.

As the crane has not sufficient reach to lift the units from the end of the platform, unloading is carried out by removing those at the front first and sliding the others forward. The floor of the platform is covered with sheet steel to allow this procedure to be carried out with the lower units. For the same reason the transverse frames are made detachable.

The refrigerated units carried are 8 ft. and 12 ft. long. They weigh 10 cwt. and 15 cwt. respectively and 12 of the former or eight of the latter can be carried, although as a rule loads are of mixed sizes.

Previously a Morris 5-ton platform lorry was used for the work. This vehicle was equipped with an Anthony Hoist tail lift and could accommodate only three 8-ft. and two 12-ft. units.

NEW SECOND-HAND CENTRE

A LARGE new second-hand commercial vehicle centre has been opened by Murkett Bros., Ltd., at their depot in Creek Road, March, Cambs, and later a similar centre may be opened at Wisbech, a few miles away. Their breakdown and repair service is being extended and new recovery vehicles put into operation.

NEW BUSSING PLANT FOR BERLIN

THE West German vehicle manufacturer, Büssing Automobilwerke AG, of Brunswick, is to invest over £270,000 in a new works in the Spandau district of West Berlin. The works will produce vehicle spare parts for distribution to international markets, as well as undertaking vehicle repair work.

FEWER POLISH VEHICLES

IN the first half of this year, it is announced from Warsaw, only 8,100 road goods vehicles were manufactured in Poland, compared with 9,300 in the corresponding period of last year.

Orders and Deliveries

TITANS FOR BLACKPOOL: Blackpool Corporation has ordered a further 10 Leyland Titan PD3.1 double-deck bus chassis. The 30-ft.-long chassis will be powered by Leyland 125 h.p. diesel engines and equipped with syncromesh gearboxes and air brakes.

MORE FOR B.R.S.: British Road Services are now taking delivery of 150 Leyland Comet tractive units, powered by the Leyland O.400 Power-Plus diesel engines. Seventy-five are Comet-Scammell CS3.4R models with automatic coupling gear, and 75 are Comet CS3.5R models with fifth-wheel couplings.

MILITANTS FOR WEST AFRICA: Sixteen A.E.C. Militant six-wheelers have been ordered by United Africa Timber and Plywood (Nigeria), Ltd. The vehicles will be used on logging operations in the West African rain forests.

MOUNTAINEERS TO SPAIN: Two Scammell Mountaineer 4 x 4 vehicles have been ordered by Compania Atlas S.A. (the Spanish petroleum company). They will be operated in the Spanish Sahara and will haul petrol and gas oil supplies on Dyson 25-ton semi-trailers.

MANY DAIMLERS ORDERED: Orders for Daimler Freeline rear-engined double-decker buses have been placed recently by the following Corporations: Nottingham (18), Chesterfield (4), Manchester (20) and by Potteries Motor Traction Co., Ltd. (1), Trailby and George, Ltd., Willington (2) and McGills Bus Service, Ltd., Barrhead (1). In addition, CVG6 chassis have been ordered by West Bromwich, Rotherham, Leeds, Northampton, Doncaster, Aberdeen, Derby and Grimsby Corporations.

MORE LONG LEOPARDS: Ten 36-ft.-long Leyland Leopard coach chassis have been ordered by North Western Road Car Co., Ltd., Stockport.

Half a Million Joints

AT a ceremony held by Hardy Spicer, Ltd., at their Chester Road Works, Birmingham, last week, to commemorate production of half a million Birfield constant-velocity joints for B.M.C. Minicars and vans, it was claimed that no failure of a joint had been reported. Two joints are used for each front-wheel-drive assembly, a constant-velocity type being required because of the short length of the propeller shaft.

Present production of Birfield joints is around 10,000 per week, and the plant is being expanded to meet a demand in excess of 18,000 per week. This expansion will increase the capital expenditure on plant from £1¼m. to about £2m.

Mr. K. Evans, the managing director, referred to additional orders that could be expected if this country joined the Common Market, and it is significant that the £300,000 order for the Birfield joint received in 1960 from the Lancia company of Turin, has recently been augmented by a further order of over £200,000. Birfield joints have also been supplied to Salisbury Transmission, Ltd., an associated company, for inclusion in a differential unit produced for the Volvo company.

Oilco (Argyll), Ltd. Taken Over

ALEXANDER GRAHAM, of Dunoon, has acquired the haulage business formerly carried on at Dunoon by Oilco (Argyll), Ltd., and at Glasgow last Friday the Scottish Licensing Authority, Mr. W. F. Quin approved the transfer of the B licences held by Oilco for four vehicles of 13½ tons on furniture within 20 miles radius, other goods within 20 miles and goods for the Forestry Estate.

Mr. J. Law said that the agreement had originally proposed leaving one vehicle with Oilco and transferring three, but it had been finally agreed to transfer all four.

Mr. Quin questioned whether the revenue justified the use of four vehicles, but was assured that there was considerable work available in the Cowal area and on this basis the application and transfer were granted in full.

Cohen Group Profits Down

A RECORD group turnover, but a reduction in profit-to-turnover ratio in the year ending March 31 last, are announced by the chairman of the George Cohen 600 Group, Ltd., Mr. Cyril M. Cohen, in his statement to be submitted to the annual meeting on September 27.

Group turnover was £38,979,000, an increase of 7.3 per cent. Net profit was £650,246, as against £784,890 in the previous year.

Mr. Cohen explains that there were substantially improved profits from the machine tool and steel stockholding activities and satisfactory results from home-based merchanting businesses and from K. and L. Steelfounders and Engineers, Ltd., and G. Beaton and Son, Ltd.

Group profits, however, were depressed by substantial losses of overseas companies, particularly in North America.

TRANSATLANTIC TALE

DR. DAVID LEWIS, third man home in the first single-handed transatlantic sailing race, has told the full story of his experiences in a book which will be published by Temple Press Limited on September 27.

Entitled "The Ship Would not Travel Due West," it is a frank and fascinating account of how he sailed his 25-ft. sloop, "Cardinal Vertue," 3,100 miles across the North Atlantic to New York in 56 days, and then sailed her back to the Shetlands by way of Newfoundland. The price of the book is 21s.

EIGHT, NOT 13

IN the August 25 issue of *The Commercial Motor* the feature "Expansion Trends in Haulage" referred to an application in the Metropolitan traffic area by F. W. Webber, Ltd., Enfield, Middlesex. This was an application to convert eight vehicles from contract A to B-licensed operation, and not 13 vehicles as stated.

C.R.S. Transport Turnover Doubled Last Year

C.R.S. TRANSPORT, LTD., of Duke Street, Glasgow, were partially successful in an application for two vehicles of 8 tons at Glasgow last Friday. Mr. R. Mackenzie, for C.R.S., said they had expanded tremendously with the growth of their major customer, Remington-Rand, Ltd., in Glasgow. They had doubled their turnover in the past year and had increased hiring by some three times.

They had had the use of a fleet of McCann and McKay, Ltd., vehicles on this work until June of this year. Then the sub-contractors had been acquired by Smith of Maddiston, Ltd., who indicated that these vehicles would not be available for this long-distance work. The applicants had been forced to use South-based vehicles on a return-load basis but that was not a satisfactory system where exports were concerned.

An inquiry by Mr. Brown, for B.R and B.R.S., as to the sudden rise in earnings with the same number of vehicles was explained in the fact that the existing fleet was now being overworked and could not continue on a seven-day week basis. Employees were also objecting since a point was reached where even extra money would not compensate for a system of Sunday maintenance.

A Remington-Rand witness gave evidence that they were using the Condor service of B.R. and found it good. But they had not the same confidence in B.R.S. and would not like to return to them after the experiences of some years ago. The expansion at Glasgow would mean more work for B.R.S. as well as for C.R.S. Transport.

Mr. W. F. Quin ruled that there was a case for one vehicle, which he granted.

1919 Leyland Wins at Veteran Rally

By A. J. P. Wilding

THERE seemed to be some lack of order and organization at the rally held last Sunday by the Historical Commercial Vehicle Club on the premises of Commercial Vehicles (Sales and Repairs), Ltd., Cranes Close, Basildon, Essex. This was partly balanced by the excellent standard of the vehicles taking part which, as is usual in events of this type, showed evidence of many hours spent in restoration.

Although 51 entrants were shown in the programme, only 18 turned up and completed the road run from the South Benfleet depot of Essex Carriers, Ltd., to Basildon. Of these, 15 took part in a driving test which varied (without apparent reason) for the six classes—large and small commercial vehicles, buses and coaches, steam-propelled vehicles, fire engines and passenger vehicles under 3 tons.

Commercial Vehicles (Sales and Service), Ltd., had gone to a great deal of trouble to prepare their large parking ground as a test course, but for some reason the Club preferred a relatively small area in front of the office building.

This did not help the large crowd of spectators to get a good view—they were not told what was going on, anyway—and made life difficult for the drivers of the large steam wagons and commercial shunting often less than a foot from the spectators.

Winner of the Concours d'Elegance at the Historical Commercial Vehicle Club Rally at Basildon.

When the tests were finished, there was a long delay while the results were evaluated, but it was eventually announced that the immaculate 1919 Leyland van entered by Christmas, Chivers, Ltd., of Histon, Cambridge, was the outright winner of the *Concours d'Elegance*, with a 1935 Albion 20-seater coach entered by D. and F. Rowles, London, gaining the second place.

The *Concours* decided the winners of the cups for the six classes. Money prizes were given by Basildon Tyre Service, Ltd. to the driving test winners.

Higher Fares Hint at Nottingham

NOTTINGHAM City Transport will again be operating with a deficiency unless fares are further increased, according to indications of rising costs and fewer passengers, states the transport committee's annual report to the city council.

For the next financial year, 1961-62, when there would be additional income from the previously increased fares for the whole of the year, says the report, it had been hoped that there would be a prospect of a surplus of approximately £90,000.

It was now apparent that, because of further wages awards and other increased costs, working expenses for that year would increase by approximately £114,000 above the amount previously expected.

The total income for last year was £2,125,706, an increase of £87,318 on the previous year. Working expenses increased by £120,854 to £1,949,561.

Wages were up by £88,096 and salaries by £10,275. The net balance of £8,301 was £2,178 less than the previous year.

The report refers to the proposed abandonment of the city's trolleybus fleet. Although this will be carried out over a long-term period, an initial start will be made next year when 11 trolleybuses will be withdrawn. Motorbuses will be bought to replace them.

The department's motorbuses had used 1,050,000 gallons in the past year—an increase of 21,000 gallons—while their trolleybuses had used less electricity.

"Closed Shop" Alleged

SOUTH-EASTERN Traffic Commissioners had established a "closed shop" principle by refusing Pangbourne Coaches, Ltd., an excursion and tours licence but granting one to Reliance Motor Services, Ltd., of Newbury, it was contended at a Ministry of Transport appeal inquiry in Reading last week.

Pangbourne Coaches were appealing against the Traffic Commissioners' refusal to grant them a road service licence in respect of excursions and tours starting from Upper Basildon and granting a fresh licence to Reliance Motor Services for modified excursions and tours starting from Yattendon.

For the appellants, Mr. E. H. Duce said the company first applied for an excursion licence last year. Reliance Services objected, and a licence was refused.

A second application with variations was made in March this year and heard at the same time as a similar application by Reliance. Again his client's application was turned down, but a licence granted to Reliance Services.

"It was as a result of the 1960 application and the evidence given then that Reliance woke up to the fact that they had not made the best use of their existing facilities, and to the fact that there was potential business in the area," declared Mr. Duce.

At the March hearing the Traffic Commissioners made it quite clear that where there were two applications, one made by an existing operator and the other by a new operator, they would always prefer that of the existing operator.

"It has now been made quite plain that the Tribunal will not grant any new licence to a person or firm not already an existing operator, so all excursion business is confined to existing operators," went on Mr. Duce. "A closed-shop principle seems to have been established."

The decision of the Commissioners was inequitable having regard to the evidence, he contended. Existing operators ought not to be able to rely on the protection afforded them by the Traffic Commissioners in not admitting new operators when an existing operator objected.

"In this case the Minister ought to consider giving Pangbourne Coaches something out of their application," Mr. Duce told the Ministry Inspector, Mr. J. R. Willis.

One of two new A.E.C. Reliances with Plaxton Panorama 36-seat bodies just put into service by the Ulster Transport Authority for extended tours.

Municipal Contracts

Glasgow Highways Committee have accepted the tender of F. E. Weatherill, Ltd., amounting to £3,922, for the supply of two Weatherill power overloaders; the tender of James Bowen and Sons, Ltd., amounting to £3,308, for the supply of one crawler tractor shovel, and the tender of Fleming and Co. (Machinery), Ltd., amounting to £1,174, for the supply of one two-tool air-compressor with breakers and hose. The Cleansing Committee have accepted the tender of Geo. and Jas. Paton, Ltd., amounting to £359, for the supply of Fiat bulldozer tracks.

Sheffield Sewage Disposal Committee have accepted the tender of Bentley Bros. (Sheffield), Ltd., for the supply of a Redford 5-ton long-wheelbase dropside lorry for £885 10s. (allowing for Fleet Owners Discount).

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Debt Free—On the Rates

Major Eastwood on Bradford Transport

THE Yorkshire Traffic Commissioners last week granted Bradford Corporation's application for increased fares. Major Frank Eastwood, the chairman, told the general manager of the transport undertaking, Mr. J. C. Wake: "When you have been in the chair a little longer I hope you will look at the fare stages. The 2d. minimum fare seems to be reaping benefits and it has been a success in Leeds and Sheffield."

Short-distance 2d. and 3d. bus and trolley fares are to go up by 1d. from Sunday.

Mr. Wake, who took up his appointment in July, said he was under instruction to completely recast the whole of the Corporation's fare structure. He recognized that the Corporation would lose some passengers by the abolition of the 2d. fare.

The assistant city treasurer, Mr. W. J. Baron, said the undertaking had incurred deficits for the last two financial years of £74,061 and £78,986, respectively.

When Mr. Baron said the undertaking was now debt free, Major Eastwood commented: "Debt free! But you are aided by the rates. Are there any municipal undertakings that run their transport in this way? You are the only one in the Yorkshire Traffic Area."

Mr. Baron said that in future renewals would be financed from revenue and this would keep the level of fares as low as possible consistent with efficient and economic operation. He said the Corporation would be spending something like £200,000 a year out of revenue to meet the cost of new vehicles, etc. Increases in fares proposed would bring in £126,000 a year in a full year.

HER 21st AS BUS DRIVER

MISS WINIFRED MARY HALLAM, one of the country's few women bus drivers, has started her 21st year with Rotherham transport department.

She became a bus driver in 1941 and during the Second World War drove petrol buses, trolley buses and trams on the Sheffield route. With the switch-over to double-deck vehicles, Miss Hallam was one of the first to pass the new test and has now driven well over half a million miles.

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DAUPHINE
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Smart and practical (4 doors!)

Easy to handle (parks in under 14 ft!)

Low running cost (over 40 m.p.g. — any fuel!)

Easy maintenance (removable wet liners cut time on major overhauls!)

Prompt service (Renault service covers the country!)

Boosts morale, impresses the customers (the Dauphine is a good ambassador; representatives are proud of her)

Choice of gearbox (3-speed or 4-speed)

ESTAFETTE
for your Delivery Fleet

High capacity (217 cu. ft. in high-roof model!) Also van, pick-up and 9-seater.

Lowest low-loading (only 14 ins. from ground!)

Easy loading (five doors!)

Easy maintenance (withdraw 6 bolts and the engine and front-wheel assembly is separated from the body!)

Always on the road! (with one spare engine assembly you can switch engines and do major servicing at leisure)

Manoeuvrability (30 ft. turning circle!)

Economy (over 30 m.p.g.—any fuel!)

Four forward gears (synchromesh on all!)

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n21

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The heavy duty transport tyre with the multi-strength carcass and special tread compound. The turbo side-walls make for cool running and the scientific tread design gives greater safety and higher mileage.

POWERDRIVE

With 35% greater tread depth for higher mileage and increased bruise resistance, this is the transport tyre for really hard work—both on and off the road.

JOHN BULL

Great BRITISH tyres—with a great BRITISH name!

JOHN BULL RUBBER CO. LTD., LEICESTER

B22

Part of the fleet of Thornycroft Big Ben 6 × 4 and Trusty 4 × 2 heavy-duty tippers recently completed for V. M. Salgaocar e Irmao Ltda., Vasco da Gama, Portuguese India, where they will be used in the iron ore mines around Goa. All these vehicles are of the normal control type of cab design, and the Trustys are equipped with Edbro B. & E. twin-ram tipping gear and 5-cu.-yd. reinforced steel bodies to withstand the impact of overhead loading. The Big Bens have Telehoist link-type tipping gear and 15-cu.-yd. bodies of similar construction.

To India by Land-Rover

AUSTRALIAN, New Zealand and British tourists will be among those who will leave London on Sunday to drive to Bombay in six hired Land-Rover Dormobile caravans. They will include men and women of varying ages and occupations, among them nurses, company directors, housewives, an electrician, a farmer and a pharmacist.

Each Dormobile is fully equipped for sleeping, cooking, washing, meals and water supply.

The party will cross Europe, the Balkans and the Holy Land before tackling the deserts of Iran and climbing over the mountains of the North-West Frontier into India.

In a journey of 60 days they will see Istanbul, Baalbek, Jerusalem and Bethlehem, Damascus, Mount Arrarat, Isfahan and the Taj Mahal.

Behind the venture is Mr. Paddy Garrow - Fisher, of Kingston upon Thames, who holds the London to Calcutta car record. He knows the route intimately through driving his "Indiaman" coaches over it on their regular service. Mr. Garrow-Fisher will himself drive the leading Dormobile.

The travellers will sail to their homes from India and another group will be waiting in Bombay to drive the vehicles back to Britain.

The Fangio Story

"MY TWENTY YEARS OF RACING," the autobiography of one of the world's greatest racing drivers, Juan Manuel Fangio, will be published by Temple Press Limited on September 27, price 25s.

Fangio vividly recalls the fantastic races of his early days, when 70 cars would race over distances of 600 miles and more, and when, in ancient Fords and Chevrolets, he first began to realize his potential as a driver.

There are his own exciting accounts of brilliant victories on the world's circuits, his impressions of his rivals and his own interpretation—often markedly different from those of his biographers—of controversial incidents and dramatic events in his colourful career.

Scots Haulier Gets Additional Vehicle for "Timber Only"

SO much timber is being extracted from South Mearns that its transport is interfering with the carriage of other commodities, Mr. Alex Watson, Viewmount, Auchinblae, told the Scottish Deputy Licensing Authority at Aberdeen last week.

Mr. Watson, in partnership with his brother, carries on the haulage firm of A. and W. Watson, who were asking for an additional lorry to carry timber. Mr. James Wallace, manager of a Grangemouth firm of timber merchants, gave evidence that his firm in the past six months had taken out 60,000 cu. ft. of timber (700 tons) from the area and they had 70,000 cu. ft. still to fell.

The timber, for use in Scottish mines, was transported to the collieries by Watson's, he said. Mr. Watson also mentioned a contract for a further 7,000 cu. ft. of timber to be taken out of the Drumtochty area. There was work to keep two lorries going "for any amount of years," he said.

Because of the pressure of timber work, said Mr. Watson, he had been unable to keep other customers going for the carriage of agricultural goods.

After consultation with the agent for British Railways, who opposed the application, Mr. Watson agreed to drop agricultural goods and requisites from the normal user. A licence for an additional vehicle restricted to the carriage of timber was granted.

Haulier With a Grievance

A CHANGING pattern in commerce was cited by a Buchan haulage contractor last week as his reason for appearing before the Scottish Licensing Authority at Aberdeen for additional facilities.

Eric B. Christoffersen, Longhaven, Cruden Bay, pointed out that the opening of new plant in Aberdeen for a large national agricultural supplies firm meant less haulage for him because farmers could now get their supplies direct. He had been forced to find other work, which entailed longer journeys to South Scotland and parts of England, and he asked for an extended normal user to cover them.

Mr. Christoffersen, who agreed that previously he had been penalized for infringing his normal user, was challenged by Mr. David Brown, for British Railways, with again running outside his normal area. Mr. Christoffersen: "I haven't had much chance, have I? It is always punishment when you come here."

Mr. I. Townsend, Deputy Licensing Authority, said he had not sufficient evidence to justify a grant, but he was going to adjourn the case to give the applicant an opportunity to call further witnesses.

"If I refuse the application now," said Mr. Townsend, "Mr. Christoffersen will go away again under the impression that all one gets in this court is punishment and not justice. But if I grant a licence I will have to impose a penalty."

New Companies

Drinkwater (Services), Ltd. Cap. £5,000. Subs.: C. S. Brown and H. J. Day, 6 Suffolk Street, London, S.W.1. Dirs.: C. L. Drinkwater, C. Drinkwater and S. Wharton.

Brookfield Coal and Haulage Co., Ltd. Cap. £100. Dirs.: H. Deffley and I. Deffley, Brookfield, Pipworth Lane, Eckington, Nr. Sheffield. Sec.: I. Deffley. Reg. office: Brookfield, Pipworth Lane, Eckington, Nr. Sheffield.

T. W. Wilson and Sons (Haulage Contractors), Ltd. Cap. £3,000. Dirs.: F. A. Wilson and A. Wilson, Finlandia, Shaley Lane, Ashton-in-the-Water. Sec.: F. A. Wilson. Reg. office: Castle Gate, Ashford-in-the-Water, Nr. Bakewell, Derbys.

Roger Rees (Transport), Ltd. Cap. £5,000. Dirs.: C. J. Hughes and M. I. M. Hughes, Oakhurst, Hook, Haverfordwest; C. G. M. Hughes, Merlins Bridge, Haverfordwest. Sec.: C. J. Hughes. Reg. office: Velindre, Morriston, Swansea.

Dean Haulage (Ambergate), Ltd. Cap. £5,000. Dirs.: I. W. Dean and M. J. Dean, Sunnydale, Matlock Road, Ambergate, Derby. Sec.: M. J. Dean. Reg. office: 11a The Spot, Derby.

H. Crabtree, Ltd. Cap. £5,000. Subs.: J. P. Ashton and R. Brown, 71 Princess Street, Manchester, 2. Reg. office: 28 Albion Road, New Mills, Nr. Stockport.

J. R. Transport (Andover), Ltd. Cap. £5,000. Dirs.: W. N. C. Shearing, "Swedling," Grateley, Andover, Hants; W. T. Loader, Highlands, Grateley, Andover, Hants. Sec.: W. T. Loader. Reg. office: 21 Bridge Street, Andover, Hants.

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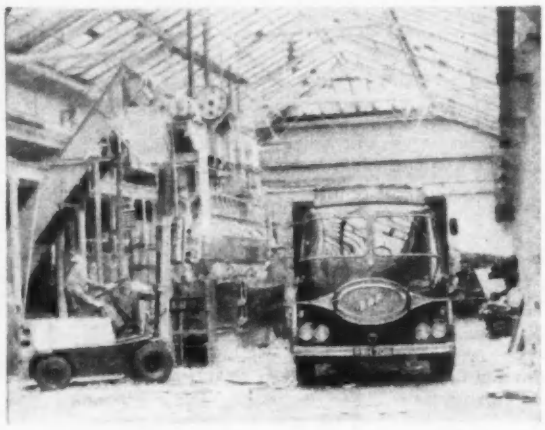
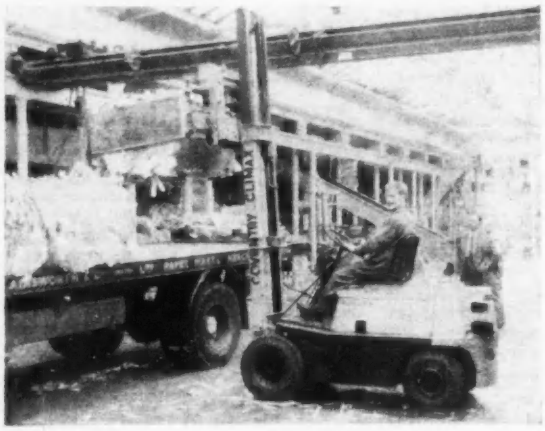
No Waste With Waste-paper Transport

(Above) Photographed in the works, this Albion Chieftain is being unloaded on to a belt conveyor after collecting waste paper in sacks. It is fitted with a glass-fibre cab and light-alloy platform body. (Below) The Coventry Climax lift truck has picked up a load of waste paper straight from the baler for loading on to the E.R.F. 8-tonner, preparatory to a run to Aberdeen.





An 8-ton vehicle can be loaded with bales by fork truck in under 15 min. The squeeze-clamp attachment on the truck is ideal for handling waste paper in its many forms and for stacking in the storage bay.

by P. A. C. Brockington, A.M.I.Mech.E.

35-vehicle Fleet of Waste-paper Merchant Used for Collection of Scrap in Area from Aberdeen to Devonshire. Vehicles Average 50,000 Miles Each in a Year

THE regular collection of waste paper is an all-important factor in the economy of a manufacturer, because a build-up of waste can literally "choke the works" or necessitate a high expenditure on incineration or other means of disposal. To paper mills, graded waste represents a basic raw material and supplies must be guaranteed. Although loads of waste paper have a relatively low value, efficient transport facilities are, therefore, all-important to the provider and consumer.

The 35-vehicle fleet of J. Ainsworth and Co. (Bolton), Ltd., Beehive Works, Folds Road, Bolton, waste-paper merchant, is used for the collection of waste in an area extending from Aberdeen to the main population centres of Devonshire, and deliveries of graded paper cover substantially the same area. Waste is sorted at the Ainsworth factory into 39 grades.

On average each vehicle covers about 50,000 miles in the year, whilst one vehicle has completed a total of more than 850,000 miles and several have covered over 500,000 miles. According to Mr R. C. Ainsworth, guiding principles in the operation of the fleet are based on regular servicing, efficient maintenance (as distinct from preventive maintenance) and vehicle cleanliness, which applies to the engine and chassis, as well as the bodywork.

Fleet Make Up

A total of 17 Albion Chieftains of 6½-7-ton capacity are included in the fleet, and also an Albion Reiver maximum-load six-wheeler and a Claymore 5-tonner of the same make. The remainder of the fleet mainly comprises E.R.F. 44G 8-tonners, exceptions being two E.R.F. six-wheelers, a Leyland Comet, two Bedford 4-tonners and a Bedford TK 10-ton tractor. A Bedford Workobus is employed for the transport of personnel and small loads of material.

Waste is collected in bales, bags, tares, paddy cases, sacks and bundles, or located on pallets, and is loaded manually or mechanically according to the suppliers' facilities. Drivers have therefore to be well versed in loading techniques, and they need a long period of training before they are fully competent to tackle the more difficult jobs. The one-vehicle-one-driver rule is applied throughout the fleet, apart from the six-wheelers. Heater and demister equipment is installed in all cabs, which are also fitted with an interior mirror. Flashing indicators are controlled by a time-return switch.

Unloading and loading in the workshops are performed by Coventry Climax fork-lift trucks, fitted with squeeze clamps, or by manhandling direct on to a belt conveyor. Fork trucks are also used by the majority of paper mills for handling the waste, which can be loaded at the rate of 13-14 tons in 15 min. by this means.

(Left) Mr. R. C. Ainsworth, on the right, is seen talking to the driver of the E.R.F., Mr. K. Coope (centre) and Mr. W. Shaw of the E.R.F. company, regarding the outstanding record of the 44G which has covered 650,000 miles. (Above) Equipped with Gardner 6LX engines, E.R.F. six-wheelers are employed for long-distance deliveries. Two winches are used to tension lashing-down ropes.

Extended operation of vehicles equipped with all-plastics, all-aluminium and composite plastics-aluminium-timber cabs has shown that the composite type competes with the aluminium cab for first place in terms of long life and ease of repair. In the event of localized damage, plastics cabs can readily be repaired with the kits provided by the makers, but more serious damage is more likely to reduce the structure to scrap value than with other types.

Several of the E.R.F. 44G 8-tonners are equipped with Jennings composite cabs, which are based on timber frames and have plastics roofs with bonded-in longitudinal reinforcing members of the same material. Fitted with dual headlights, the quarter-panel sections are of complicated shape and the use of glass-fibre for these parts is fully approved because their multi-curved form combines strength with resistance to local impact. Apart from the roof the remaining panels of the cab structure and doors are of aluminium.

A recent addition to the fleet, this Bedford TK 10-ton tractor will haul a Scammell 25-ft. articulated trailer. If experiments with semi-trailer outfits are successful, a number may be employed for local collection work in preference to rigids.

The results of major accidents have shown that badly damaged cabs of this type and of all-aluminium construction can generally be repaired by the makers at a reasonable cost, whereas the damage caused by a heavy impact in the case of an all-plastics cab cannot be economically repaired because the entire structure tends to distort. Metal or steel mudguards are preferred to plastics wings because they provide a higher resistance to abrasion by mud or stones.

Because of the bulky types of load carried, the vehicles normally operate well below their rated weight-carrying capacity, but the loads have a high centre of gravity and lateral weight transfer on bends increases the stress on the outer side of the vehicle platform. If reducing body weight to a minimum provided an increased payload, all-aluminium bodies would be mainly employed, but as a reasonable weight tolerance is acceptable, existing light-alloy bodies are being progressively replaced by the timber type with aluminium chock rails.

The timber bearers of these bodies offer a greater resistance to bending when the body is subjected to cornering stresses (possibly, it is considered, because there is less resistance to compression) and the ease with which knee irons can be attached to the frame members and floor to support the headboard is of particular advantage. A high, robust headboard is required to prevent movement of the load under heavy braking forces, and it is advantageous to fit a board that can be easily straightened.

The six-wheelers are employed on overnight runs to a depot of Glasgow Corporation to collect waste on a contract basis, the vehicles travelling empty on the outward run. On alternate days the vehicles are employed for local deliveries and collections.

Because of the length of the load on a six-wheeler, two winches are fitted to the rear of the platform bodies to enable the load to be lashed down with 1-in. ropes in a fore-and-aft direction between the headboard and winches, as well as transversely. At Glasgow the bales are loaded by hoist.

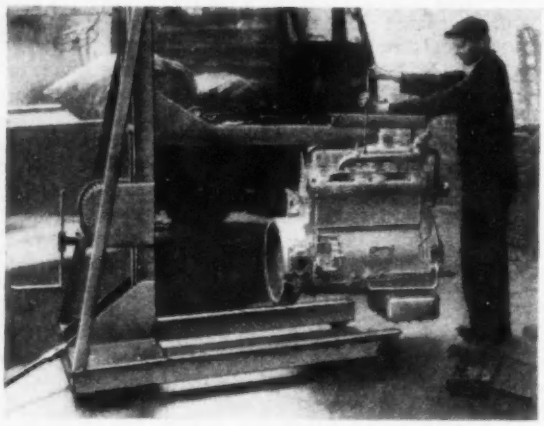
An interesting experiment in economy that has proved a notable failure relates to the application of a six-speed gearbox with overdrive top gear to two E.R.F. 44Gs in conjunction with a 5.62 to 1 final drive. This increases the maximum speed of the vehicle from 42 m.p.h. to 56 m.p.h. and improves the average fuel consumption from 18 m.p.g.

A maid-of-all-work, this Bedford Workobus is regularly used to transport drivers to their homes, who return late to the depot, and to collect them from neighbouring centres to which a delivery has been made. Running night and day, the Workobus had covered 14,000 miles in three months when this picture was taken.

to 20 m.p.g., compared with the standard vehicle with a direct-drive gearbox and a 4.82 to 1 rear axle.

Despite the favourable improvement in fuel consumption, the higher speed potential of the vehicles has, however, been costly with regard to overall running costs. Whereas the vehicles with direct-drive cover 90,000-95,000 miles on a set of tyres, the covers of the overdrive vehicles have to be replaced after 45,000 miles and brake-liner life is also reduced. Front and rear brake liners of the slower vehicles are renewed at mileages of 75,000 and 110,000 respectively, which compare with a front-brake mileage of 40,000 and a rear-brake mileage of 65,000 of the overdrive vehicles, whilst other disadvantages of a higher speed potential include increased shackle-pin wear. Because the overall cost of using overdrive is a serious economic factor, both vehicles will be fitted with standard transmission units in the near future.

Fuel consumption of the Albion CH.3 7-tonners is 20.2 m.p.g., and it is notable that the chassis are equipped with six-speed gearboxes and hub-reduction gears. The Gardner 6LX engines of the E.R.F. six-wheelers return a consumption of 14.3 m.p.g., whilst the consumption of the Albion



All major overhauls are performed in the workshops, apart from crankshaft grinding. The mechanic is making final adjustments to an Albion Chieftain engine after an overhaul at 150,000 miles.

Claymores and Albion 6½-tonners average 24 m.p.g. and 17 m.p.g. respectively. Of the remaining vehicles, the Leyland Comet averages 14 m.p.g. and the Albion Reiver about 10.42 m.p.g., the consumption of the Bedford rigid vehicles being about 25 m.p.g.

All vehicles are equipped with 14-ply tyres and no remoulds are used, except in the case of the Michelin Metallic D.20 tyres fitted to the six-wheelers. The lubricating oil of new or reconditioned engines is changed at 500 miles and 1,000 miles and thereafter at 1,000-mile intervals up to 3,000 miles. Changes are then made every 3,000 miles for the life of the engine. Every commercial vehicle in the fleet is run on an identical type of multi-grade oil, and the same lubricant is used for staff cars and so on. It is considered that this lubrication policy plays an important part in prolonging the life of the engines between overhauls.

Particular tribute is paid to the properties of Marfak grease, which is used for chassis lubrication every fortnight or, if possible, at more frequent intervals. In the words of Mr. Ainsworth, "Marfak obviates the necessity of using a sledge-hammer for removing king pins and shackle pins," and the example is given of stripping the shackle pins of a vehicle after 273,000 miles for micrometer measurements of wear. Of the 12 pins, only two had to be replaced, and these showed a wear of 0.009-0.012 in.

As indicated earlier in this article, vehicle cleanliness of the highest order is regarded by Mr. Ainsworth as an essential element of efficient fleet operation. There are five steam supply points inside the main garage building, fed by a Clayton steam generator, which is also used for space heating of the garage and works. Vehicles are thoroughly cleaned every week, and particular attention is given to this aspect of maintenance when Mr. Ainsworth personally checks the vehicles when they are all assembled for inspection on Sundays.

Top Priority for Brakes

Brake efficiency is given top priority, regular tests being made with a Tapley meter and on a Weaver brake-testing machine of the dual-plate type, a valuable feature of the latter being that it can be employed for separate tests of nearside and offside brakes. The "pass" efficiency of the brakes of an unladen vehicle is 70 per cent., whilst a laden vehicle is required to show an efficiency of 45-50 per cent.

Nearing completion, a new servicing bay is designed to accommodate all types of vehicle from the smallest car to maximum-load eight-wheelers, the bay being run in conjunction with a jointly owned service station. Space is provided for three eight-wheelers or six medium-size commercial vehicles or eight small cars.

In effect, the bay provides three full-length pits, but in fact it comprises a floor supported by pillars, with rectangular openings of the normal pit type, free movement being provided throughout the underfloor area. An open space on one side will be employed as a sunken workshop. A monorail hoist is available for lifting an engine, cab or other major component.

Particular regard is paid to the drivers who return to the depot late in the day, or who end their run in a nearby centre. It is fully appreciated that making use of public transport or walking several miles to reach their homes can represent a wearisome extension of the working day and may dislocate domestic arrangements, and use is regularly made of the Workobus to provide personal transport for drivers.

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BRANCHES THROUGHOUT THE BRITISH ISLES

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COMMENTARY
by JANUS

MONEY MATTERS

NOW and then it is an interesting exercise to take a look at statistics that are available about the road transport industry. Whether the exercise is useful I am not so sure. Only too often the figures, while they may answer some of the questions one would like to ask, succeed at the same time in raising a good many more. Take, for example, two matters, rates and wages, that are very much engaging the attention of operators at the present time.

Next week the Road Haulage Wages Council meet in London to consider whether or not to confirm their proposal for higher wages. They meet in a more stormy atmosphere than usual in view of the threat of strike action if confirmation is refused or postponed. The process may have gone too far for statistics to help, but naturally this has had no effect upon the issue of the latest figures by the Ministry of Labour. These concentrate on the third pay week in April, 1961, when men employed in road haulage under free enterprise earned on the average £14 13s. 9d.

This does not seem a bad wage when compared with the industrial average of £15 1s. 4d. Average hourly earnings of 5s. 2.8d. in road haulage were, however, substantially below the figure of 6s. 3.5d. for the whole of industry. The explanation lies in the number of hours worked, 56.1 for road haulage as against the national average of 47.9 hours. Even this is not the end of the matter. Many operators maintain that they pay, and are prepared to pay, for many more hours a week than are actually worked.

WHATEVER wage agreement is finally reached, its effect upon rates will sooner or later have to come under consideration, together with other costs. Last week I suggested that, whatever point of view was taken, hauliers would be well within their rights in making a surcharge to cover the extra 3d. a gallon on fuel imposed by the Chancellor of the Exchequer, although, in view of the Government's plea for restraint, there might be more than one opinion about what immediate action should be taken to recover other increases in costs over the past year.

It is notorious in any case that rate increases are not easy to apply to customers who threaten to take their business elsewhere. To the small operator the threat may seem overwhelming. He may not have all that many customers, and the loss of even one could put him out of business. Larger operators, one would imagine, would have more reserves and should be able to make a more dispassionate choice between swings and roundabouts. In the end, the question comes down to whether the increase in rates will bring in enough extra revenue from the traffic that remains to compensate for the amount of business lost, always remembering that a smaller volume of traffic should itself mean some reduction in costs.

The detailed accounts of operators in general are not easily accessible to illustrate the point, but there are at least the basic figures that the British Transport Commission publish each year to enable us to chart the fortunes of British Road Services. The results for 1957 and 1960 should make an illuminating comparison, for between those years there was no significant increase in the rates charged either by B.R.S. or by independent hauliers.

As far as B.R.S. are concerned, this is borne out by the figures themselves. The tonnage carried was 16.3m. in 1957 and 17.4m. in 1960, and the corresponding freight receipts were £48.7m. and £53.4m., respectively. Average receipts per ton were therefore almost exactly £3 in 1957 and about £3 1s. 5d. in 1960, an increase of 1¼ per cent.

Various factors may have to be taken into account. For example, the B.T.C. report for 1960 states that a greater proportion of the traffic carried by B.R.S. in that year was "for local delivery and hence less remunerative." On the other hand, there was an increase in B.R.S. rates starting in November, which must have had some effect on the ultimate figures, whereas the previous increase in rates in 1957 did not apply throughout that year.

On balance, it is probably not far wrong to say that B.R.S. were earning about the same for their efforts in both years. Productivity, or rather transportivity, actually increased. Rather fewer vehicles (16,184) were operated in 1960 than the 16,312 in 1957 (although the number of trailers went up considerably) so that the average tonnage of traffic carried by each vehicle rose from 1,000 to 1,075.

IN spite of all these factors to their advantage, B.R.S. did much worse in 1960 than in 1957. Net receipts were £1.8m., as compared with £2.8m. The share of B.R.S. in the Commission's central charges could well be as much as £1.8m., if not more, and if this is so it means that B.R.S. were running at a loss last year, whereas in 1957 they at least kept their heads above water. Their special position as a nationalized concern cannot entirely obscure the position. In a normal business, such results for 1960 would not only be "disappointing"—the word used in the B.T.C. report—but would call for stringent measures. It would seem to be flying in the face of nature to make more money more economically and yet show a smaller profit, or no profit at all.

Was there anything that B.R.S. could have done about it? If they had put up their rates at the beginning of 1960 by the full 10 per cent. generally accepted by the road haulage industry as reasonable later in the year, it is more than likely that they would have shown a better result. Although some customers would have taken their business elsewhere, B.R.S. could have afforded to lose well over a million tons of traffic and still earn more money, presumably at a slightly lower operating cost. It is doubtful, even, whether as much as a million tons would have been lost. The customers would by no means have found it easy to arrange alternative transport for so large a volume of traffic. They might well have been reluctant to transfer the goods to the railways, and hauliers with spare capacity were few and far between last year. The threat of turning to C licence operation might not be carried out when it came to the point.

THE lesson for the haulier seems to be that in the end a fair rate is its own reward. His representatives can enter the wage negotiations next week fortified by the knowledge that road haulage workers are not badly paid when their earnings are placed by the side of those paid in other industries. The employers also have the right to claim a reasonable reward. Even a group of owner drivers has recently summoned up courage to protest against the rates they are offered. Other operators with larger undertakings should certainly be no less courageous, especially when they have plainly before them perhaps the main reason for the decline in the fortunes of B.R.S.

M.P.T.A. Conference, Southsea

Relations: Single-deckers

TWO important topics—industrial relations in the bus industry, and the operation of single-deck buses—were studied at the Municipal Passenger Transport Association's annual conference at Southsea this week.

In his paper, Mr. A. Burrows, general manager of Barrow-in-Furness Corporation Transport Department, stressed the importance of joint consultations between management and employees. He outlined to the conference industrial conditions that he found to exist in several European countries—some of them behind the Iron Curtain—and illustrated his talk with charts and diagrams showing how various Continental undertakings were controlled.

By way of contrast, Mr. W. J. Evans, the general manager and engineer of Reading Corporation Transport Department, brought out some interesting ideas with his notes on single-deck operation, with particular reference to the new dimension regulations, which he briefly quoted to his audience.

He produced several sketches of vehicles to meet various needs—inter-urban operation, for instance—and suggested certain modifications that would facilitate easier crew operation.

One of the points he made was that although standardization of fleets sounded attractive, economic conditions today indicated that the single-deck one-man-operated vehicle must be used until the traffic and frequency on routes justified the large-capacity double-deck unit.

Industrial Relations Ideas

Some of the Pros and Cons of Joint Negotiations With Examples From Continental Countries

FIVE or six papers in the past 10 years have dealt partly or wholly with the same subject. Mr. Burrows considered the question to be important enough for frequent consideration and he concentrated, in the main, on the aspect of joint negotiations and consultations between management on the one hand, and the representatives of the employees on the other, mentioning the advantages and disadvantages. At the same time, he gave a broad picture of industrial relations in several Continental countries he has recently visited.

Side by side with improvements in the internal-combustion engine since its first use, has been the change of outlook imposed upon managements by the operatives—"the 1913 manager dictated, the 1939 manager directed, but the 1961 manager must lead," claimed Mr. Burrows.

The primary aim of all those at the Conference, he said, was to provide a service of maximum efficiency at minimum cost, at the same time giving the staff working conditions and wages at least as good as those in similar commercial organizations. Progress in the mechanical field was continual, and emphasis was placed on mechanical and technical improvements. Many technicians, with years of training and practical experience, were in a position to make full use of their ability.

Experience in handling men, however, could only be acquired by practice, and only then if the individual was receptive and possessed the necessary qualities. In many cases, the improvements and economies produced by technical advances were small when compared with those achieved by good management/staff co-operation.

Because the bus industry was bound by the "strait-jacket" of public control of fares and the law of diminishing returns, said Mr. Burrows, it was even more necessary that wage and material price increases be combated by increased efficiency and economy.

With trial automation and more output from less effort, the obvious query from transport operatives was "why should we work harder for the same or, for that matter, more money?" Opportunities for doing the greatest good to the industry therefore might lie more in the hands of the men through their unions than in the hands of policy committees and managements.

Mr. Burrows continued by saying that in 1959, having been granted the Commercial Motor Users Road Transport Research Fellowship by the Institute of Transport, he was able to make a Continental tour of 11 countries to study transport, with particular reference to management/staff relations. He proposed to make use of parts of that report for the purposes of his paper.

Commencing in Brussels, where he visited the Société des Transports Intercommunaux de Bruxelles (which employs over 7,000) Mr. Burrows said that policy was controlled by a Council of Administration, which consisted of 24 members including the president and vice-president. The president and five members were nominated by the King, and others by the City of Brussels. Three were nominated by the unions from amongst employees with more than five years' service.

The execution of policy was in the hands of a Committee of Management, explained Mr. Burrows, which met weekly, and it consisted of the vice-president of the Council of Administration, plus seven members, one being nominated from the unions.

Other joint bodies in existence were the *Council of Enterprise*, which met quarterly, when financial information was submitted, and an opportunity was given for personnel representatives to bring forward complaints and suggestions, recommendations being made to the director-general; the *Committee for Safety and Hygiene*, which met monthly under the chairmanship of the director-general, which included 25 members nominated by both sides, among them a doctor. On this committee were two permanent delegates elected by the unions who were paid as clerks and had powers to go anywhere in the undertaking to report back to the committee; a *Committee for Uniforms*, which recommended the type, quality, period of use, and so on, of uniforms; and a *Committee for Help in Sickness*, which made recommendations for assistance during sickness, being additional to the sick scheme.

Punishment Appeals

In addition to these bodies, Mr. Burrows mentioned the *Council of Conciliation* which he felt was interesting. It heard appeals from employees who had been given punishment of suspension. The chairman was an independent person of professional standing, and there were four representatives from the management and employees. A majority vote decided the issues and the director-general was obliged to accept its decisions.

Another Belgian undertaking visited was the Tramwegan Van Antwerpen en Omgeving. In this concern there were similar councils. Because of their majority on the Provisional Council, the unions appeared to be in a powerful position and able to dictate policy which, allied with lack of responsibility on the part of union officials, had resulted in a "very unhappy" undertaking.

Mr. Burrows went on to explain the position in concerns he had visited in

Holland, Germany, Denmark, Sweden, Poland (where freight and passenger services, including taxis, were operated by individual ministries and State factories), Russia, Czechoslovakia, Austria, Switzerland and France.

Summarizing his paper, he said that transport, as it was known today, was a young industry, but the unions had deeper roots which went back in England before the industrial revolution.

He went on: "Unrest in an undertaking may not necessarily spring from within. Certainly bad leadership, irresponsibility of management or staff is internally produced, but external factors such as politics and the cost of living may have an influence."

The influence which organized associations of employees could exert on the direction of an undertaking could take many forms, from direct representation on the board of control to irregular meetings between unions and management. He said that as union participation increased, so the role of joint committees became less important, tending to concentrate on the welfare and social aspects of work. Where well-conducted joint consultative committees operated, it generally meant that there were good day-to-day relationships between those taking part.

In conclusion, Mr. Burrows said that though pressure to introduce joint consultations might come from the management, employees, unions, transport committee members and so on, it should be limited in scope and, to avoid disappointment, its functions must be clear to all.

"Joint consultation may be a medium for a two-way exchange of ideas and it may enable the management to keep its finger on the pulse of contentment." He added that it implied a genuine desire on the part of management to invite constructive criticism, but it should not be introduced in a cynical assumption of being a new method of getting employees to do that which they would refuse to do by other means.

Mr. Burrows ended his paper by stressing that the underlying theme of success in any undertaking seemed to be founded on leadership and tolerance on both sides. Undertakings in East Europe, operating under true socialist conditions, had lost some efficiency incentive. He posed the question: "Could it be that the natural leaders only find expression of their qualities of leadership by joining the party or union, and are in fact a loss to the undertaking?"

Where authority rested there also lay responsibility, and any responsible trade unionist would be glad to leave the responsibility of management where it belonged. It followed that where trade unions shared in management, success was achieved only when the employees appreciated and accepted the sharing of responsibility. At the same time it was incumbent on management to appreciate that irresponsibility was incompatible with management.

Single-decker Operation

Reading Manager Tells How One-man Operated Buses Might Solve Industry's Problems

MR. EVANS' paper was written with particular reference to possible developments following the introduction of increased box dimensions for public service vehicles. Although he stated that he had not fallen "hook, line and sinker" for one-man operated vehicles, he makes their operation seem very attractive as a method of combating rising operational costs and loss of passengers.

Mr. Evans commenced by quoting Statutory Instrument No. 1313 of 1961, which came into effect on August 1:—

"The maximum permitted length of a Public Service Vehicle is increased from 30 ft. to 36 ft., and the width from 8 ft. to 8 ft. 2½ in.

"The total weight of 14 tons, therefore, limits the use of the increased box dimensions to single-deck vehicles, for the time being."

Dealing with the problems of turning, he said that the maximum permissible swept turning circle of 71 ft. would, to a large extent, determine chassis wheelbase dimensions and the limits of front and rear overhang.

The retention of the swept turning circle indicated that a driver at present handling 30-ft.-long vehicles would have no difficulty in negotiating right- and left-handed turns on existing routes, provided he was more adept in operating the steering.

"A review of steering box ratios and the possibility of introducing some form of power-assisted steering might have to be considered," he said. In view of limited road widths and the necessity to break through lines of oncoming traffic, the demands of traffic engineers and the police to eliminate right-handed turns had to be noted.

The extra area required for manœuvring—particularly at termini and with one-man-operated vehicles—might justify the elimination of reversing, whilst in depots an increased amount of free space would be required and generally fewer vehicles would be accommodated. Consultation between the operator, the police and road authorities was vital, he stated.

Dealing with seating/standing capacity, Mr. Evans said that with municipal operations their problem was one of maximum capacity in seats or, in a dual-purpose vehicle, to cater for average seating with provision for standing passengers at the peak period.

One of the last "freedoms" available to the passenger was the option of being prepared to stand, or of waiting in the queue for the first bus that would guarantee a seat. It was up to operators to realize that customers were more satisfied if they were allowed to stand, or at least to see that the vehicle passing them had its full complement of standing passengers.

From the staff point of view, "should we accept the contention that the number of standing passengers should be reduced, or if possible eliminated, because they make the problem of fare collection more difficult?" he asked, and commented that with the wider vehicle, the conductor's problem was easier.

Looking at staff and operational problems, he said that he did not subscribe to comments often expressed that the one-man bus driver was overworked and that it was unfair to expect him to control 60 to 70 passengers at all hours of the day, working entirely as an isolated unit without assistance from a conductor. Most drivers were prepared to accept this responsibility, provided that wage compensation was reasonable.

So far as the operating staff was concerned, the question of redundancy did not arise. There was, he said, ample scope in municipal transport for more selective work with higher rates of pay, which would bring a return of status and dignity.

He could not, however, visualize a wholesale replacement of double-deck buses by 36-ft.-long single-deckers. He said that taking into account the present trend of passenger resistance, if they were not converted to the possibilities of one-man operation, the 36-ft.-long single-deck two-man bus might at least postpone the time when the operators would price themselves out of performing a self-supporting public service, becoming dependent for their very existence on subsidies from local or national funds.

The introduction of one-man buses, said Mr. Evans, had been primarily brought about by staff shortages and the desire to reduce loss on unremunerative routes. The staff problem might necessitate a 50 per cent. cut in vehicle miles with a frequency reduced to 30 minutes, whereas with a single-deck one-man bus, a 15-minute frequency could still be maintained. The low revenue routes could be helped by reducing manpower costs of operation.

Summarizing, Mr. Evans said that the new increased box dimensions, although at present limited by regulations, which only permitted single-deck vehicles being operated, would provide scope for reassessing the vital problem facing the industry through the continuing loss of passengers; a more realistic approach to possible uses of one-man operated buses; reassessing operating conditions, including possible re-routeing; improving passenger facilities by reducing floor and step heights; improving and controlling ventilation to include some heating during inclement weather; improving visibility for standing passengers, and providing adequate luggage space.

All it
Was a

by John F. M

Current Land-Rover Range Di
Its Predecessors : 2¼-litre o.h.
and Good Economy, Whilst
ments are

(Left) The Land-Rover seemed to like this sort of thing.

Deeply rutted tracks up and
for the Series II Land-Rover.
ment

AFTER several hours' gruelling test work across rough test surfaces, up and down slopes of up to 30° severity and over some wickedly rough country, all that a Series II Land-Rover needed was a wash. Good as the Land-Rover has been over its 13 years of life, this latest range is a vast improvement on its predecessors, with more power, better suspension, better brakes and improved fittings.

Although this latest series has been in production now for over three years, so great has the demand been that only now have *The Commercial Motor* been able to borrow one for a few days to test it. The wait has been worth while, however: in view of its price and capabilities the current Land-Rover represents real value for money for this class of vehicle and its overall usefulness is continually being enhanced by additions to the range of optional tools and equipment which can be used with it.

In addition to its exceptional cross-country abilities, the latest Land-Rover displays a lithe but docile performance on the road. It has a genuine top speed of 65 m.p.h. on the level, whilst on motorway down-grades over 70 m.p.h. can be reached with ease; carrying a load of 8¾ cwt., it returned 24.5 m.p.g. at low average speeds and 13.5 m.p.g. when driven at continuous full throttle for 22 miles on M1.

From a standing start 30 m.p.h. could be reached in 8 seconds and 50 m.p.h. in 21 seconds, whilst the braking efficiency was such that the vehicle could be brought to rest in 32.5 ft. from 30 m.p.h. After nearly 1,000 miles of on- and off-the-road work, no oil or water was added.

When the Series II Land-Rovers were introduced in April, 1958, the most noticeable difference between these and the Series I versions was the adoption of a new 2¼-litre overhead-valve petrol engine, replacing the previous 2-litre petrol unit, which had overhead inlet valves but side exhaust valves. Whilst the earlier engine produced only 52 b.h.p. (net) at 4,000 r.p.m. and 101 lb.-ft. at 1,500 r.p.m., the new unit develops 77 b.h.p. at 4,250 r.p.m. and 124 lb.-ft. torque at 2,500 r.p.m.

There are other important differences, however, particularly with regard to braking. Although the same size of brakes are used their performance has been remarkably improved, the stopping distance recorded from 30 m.p.h. being 14 ft. better than that obtained with a Series I version in 1957. The suspension damping has also been modified and, although I was warned that I could expect a harsher ride, this did not prove to be the case and over the rough country the vehicle handled appreciably better than the earlier model.

Body modifications have also been carried out. The external appearance has been changed by rounding off the side panels to give a waistline effect, and by adding an apron between the chassis main members immediately behind the front bumper. The layout of the cab area is also far better. Seating has been improved by the use of spring-filled cushions and squabs,

Despite the slippery timber surface, the fully laden vehicle reached the top of the F.V.R.D.E.'s 1-in-1.73 (30°) test slope.

Needed a Wash

oon, A.M.I.R.T.E.

:plays Marked Improvement Over v. Petrol Engine has Ample Power Suspension and Braking Improve- Noteworthy.

(Right) All wheels well clear of the ground — but a smooth landing.

'own steep inclines held no terrors The degree of front-axle move- ll be noted.

whilst the door window frames are now integral with the main door panels, so ensuring better draught-proofing. Adequate hot-weather ventilation is given by adjustable vent panels beneath the windscreens, additional ventilation being given by the sliding glass panels in the cab doors. Another minor but important change has been the use of pendant brake and clutch pedals. These reduce the number of holes in the floor and therefore make the cab more water-proof when the vehicle is wading.

So far as the chassis is concerned, apart from the alterations to the engine, brakes and suspension, its specification has not been changed greatly. The transmission line remains basically the same with a four-speed gearbox which, although it only has synchromesh on the third and top ratios, provides quick changes into second and first also, and therefore the absence of synchromesh is not of any consequence on rough work. The two-speed transfer box has the same ratios as before and separate control to enable front-wheel drive to be engaged when in the high ratio, the front drive being engaged automatically when low ratio is selected to avoid putting too much torque through the rear axle.

A wide selection of tyre sizes is offered, ranging from 6.00-16 up to 7.50-16, with the further option of Michelin "XY" 7.50-16. Cross-country tread or road-tread tyres are available. The test vehicle had Dunlop Roadtrak 6.50-16 equipment.

Complete with myself, passenger and test weights aboard, the Land-Rover was tested at a gross weight of 2 tons 1 cwt., which is just over the rated normal road capacity, which capacity should be reduced by 2 cwt. when engaged on cross-country working. Although the load was evenly distributed over the floor of the body, the rear-axle loading was 7 cwt. more than that of the front axle.

In case any damage should have ensued from the cross-country testing, I elected to carry out the normal road work first, although as it happened the unladen fuel consumption results had to be taken after the rough work, and as these tests included 22 miles of motorway work at an average speed of 62 m.p.h., it is fairly safe to assume that none of the chassis components suffered any damage.

The results obtained on the road are detailed in the accompanying data panel and are fairly self-explanatory. The low-speed consumption runs were made over a 7.5-mile undulating country road in each direction, whilst the motorway run also was 11 miles north and 11 miles south to minimize any errors due to wind resistance. Even so, there was a very strong cross-wind when making the unladen run, which had the effect of reducing the speed, although this lower speed would be partly because of the reduced momentum of the unladen vehicle. Nevertheless, there was comparatively little difference between the fuel

This effect is obtained by entering a 1-ft.-deep muddy pool at over 30 m.p.h. The engine did not falter and the body remained watertight.

ROAD TEST No. 715/M174—LAND-ROVER SERIES II ½-TON 4×4

MODEL: Land-Rover Series II Regular 88-in.-wheelbase four-wheel-drive general-purpose vehicle, with standard petrol engine.

WEIGHTS:	Tons	cwt.	qr.
Unladen (kerb weight)	1	7	3
Payload		8	3
Driver, observer, etc.		4	2
	2	1	0

DISTRIBUTION:			
Front		17	0
Rear	1	4	0

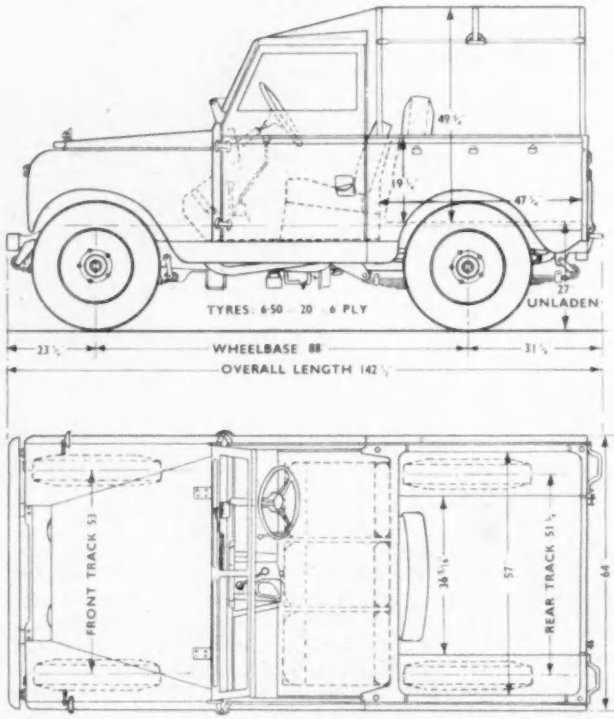
ENGINE: Rover four-cylindered o.h.v. petrol engine; bore 90.49 mm. (3.562 in.); stroke 88.9 mm. (3.5 in.); piston-swept volume 2.286 litres (139.5 cu. in.); maximum net output 77 b.h.p. at 4,250 r.p.m.; R.A.C. rating 20.5 h.p.; maximum net torque 124 lb.-ft. at 2,500 r.p.m.

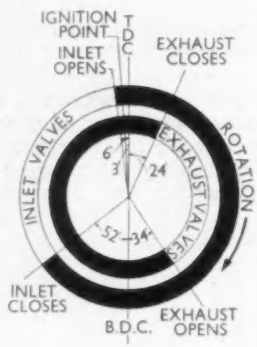
TRANSMISSION: Through 9-in.-diameter single-dry-plate clutch to four-speed synchromesh main gearbox and two-speed transfer box thence by one-piece propeller shafts to the fully floating spiral-bevel front and rear axles.

GEAR RATIOS: Main box: 2.996, 2.043, 1.377 and 1 to 1 forward; reverse 2.547 to 1; transfer box: 2.888 and 1.148 to 1; axle ratio 4.7 to 1.

BRAKES: Girling hydraulic system with leading-and-trailing-shoe units at all wheels. Single-pull handbrake linked mechanically to 9 in. × 1.75 in. drum brake on rear of transfer box. Diameter of drums, front, 10 in., rear, 10 in., width of linings, front, 1.5 in., rear, 1.5 in.; total frictional area, 104.7 sq. in., that is, 53.8 sq. in. per ton gross weight as tested.

FRAME: Welded box section with five cross-members welded in position.





FIRING ORDER 1·3·4·2
VALVE CLEARANCES 0·010"
COMPRESSION RATIO 7:1

STEERING: Burman recirculating ball: 4 turns from lock to lock.

SUSPENSION: Semi-elliptic springs, with telescopic dampers at both axles.

ELECTRICAL: 12 v. compensated-voltage-control system with 57-amp.-hr. battery.

FUEL CONSUMPTION: (a) laden, low speed, 24.5 m.p.g. at 32 m.p.h. average speed; (b) laden, high speed, 13.5 m.p.g. at 63 m.p.h. average speed; (c) unladen, low speed, 27.4 m.p.g. at 32 m.p.h. average speed; (d) unladen, high speed, 13.7 m.p.g. at 62 m.p.h. average speed, that is 47.8 gross ton-m.p.g. as tested (a) and 26.3 gross ton-m.p.g. as tested (b), giving time-load-mileage factors of 1,530 (a) and 1,657 (b).

TANK CAPACITY: 10 gal., normal-speed laden range approximately 240 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 4.0 sec.; 0-30 m.p.h., 8.0 sec.; 0-40 m.p.h., 13.5 sec.; 0-50 m.p.h., 21.0 sec.; top gear, 10-20 m.p.h., 7.25 sec.; 10-30 m.p.h., 13.25 sec.; 10-40 m.p.h., 20.0 sec.; 10-50 m.p.h., 29.25 sec.

BRAKING: From 20 m.p.h., 14.25 ft. (30.2 ft. per sec. per sec.); from 30 m.p.h., 32.5 ft. (29.9 ft. per sec. per sec.). Handbrake from 20 m.p.h.; (a) rear-wheel drive only, 48 per cent. (Tapley meter); (b) four-wheel drive engaged, 100 per cent. (Tapley meter).

WEIGHT RATIO: 1.97 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 11.5 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 41 ft. left lock, 40.5 ft. right lock. Swept circles: 43 ft. left lock, 42.5 ft. right lock.

MAKERS: The Rover Co., Ltd., Solihull, Warwickshire.

consumption rates laden and unladen when running under continuous full-throttle conditions.

The acceleration results I obtained can be considered highly satisfactory for a vehicle of this type, and although top gear was engaged before 50 m.p.h. was reached, this speed can be attained in third gear. The times recorded in top gear between 10 and 50 m.p.h. were entirely satisfactory also, although slight transmission roughness was noted between about 10 and 15 m.p.h. Nevertheless, the engine pulled extremely well at low speeds, which is particularly satisfactory in view of the relatively high speed at which maximum torque is developed.

In connection with speeds, it is of interest to note that the standard speedometer fitted to this Land-Rover was one of the most accurate that I have ever come across. Timed checks at up to 60 m.p.h. showed the meter to be accurate to within 1 per cent., as was the mileage recorder also.

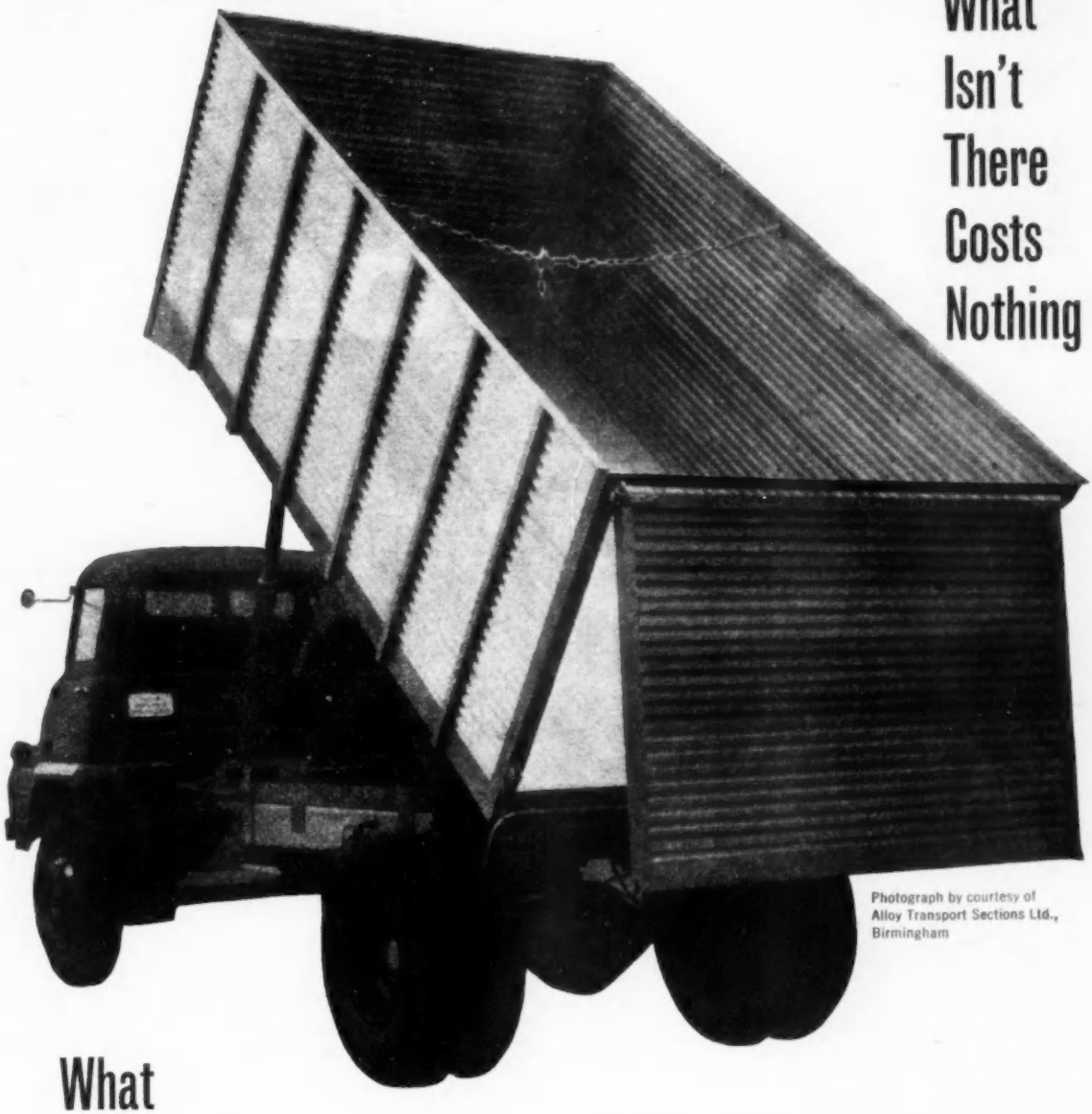
When making the foot-brake tests from both 20 m.p.h. and 30 m.p.h., all the wheels locked evenly without any signs of uneven pulling. Two handbrake tests were carried out from 20 m.p.h., the first being with rear-wheel drive only engaged, and a very good retardation was recorded. Then I engaged front-wheel drive and on each occasion the Tapley meter registered over 100 per cent., which figure had also been obtained from each of the foot-brake testing speeds.

Engine cooling and brake-fade resistance tests were made on a ¾-mile hill which has an average gradient of 1 in 10½. At the time of the tests the ambient temperature was 62° F. and before making the climb the engine-coolant temperature was 158° F. The ascent was made in just over 1¾ minutes and at the top of the hill the water temperature was 165° F., at which temperature the thermostat had just started to open. The minimum speed during the ascent was 23 m.p.h. and the lowest gear used was third, this being engaged throughout most of the climb.

To test for fade I coasted the vehicle down the hill in neutral, engaging top gear and applying full throttle towards the bottom of the slope to compensate for the lack

(Continued on page 223)

What Isn't There Costs Nothing



Photograph by courtesy of Alloy Transport Sections Ltd., Birmingham

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of gradient. This descent was made without exceeding 20 m.p.h. and it lasted 2 minutes 50 seconds. At the bottom of the hill a "crash" stop was made from 20 m.p.h. and the Tapley meter showed the maximum efficiency of the brakes to be 97 per cent.—this is only 3 per cent. lower than was recorded with the drums cold, showing that fade should not present any problems with this vehicle. Similarly, the slight rise in the water temperature during the preceding climb proves that engine cooling is entirely adequate for all conditions.

The vehicle handled extremely well on the road at all speeds and was comfortable both to drive and to ride in as a passenger. All the controls were light, the steering being very good with no signs of wander at any speed. The castor action on the vehicle tested was a bit sluggish at first, but as the mileage increased the steering freed off. Large single undulations in the road surface can create some steering-wheel shake, but generally the steering geometry is entirely satisfactory.

Because of the cross-country tyres, the Land-Rover tested was by no means quiet to ride in, but with normal road-tread tyres this should not be the case although, because all the gear combinations are indirect, there will always be some transmission whine.

Under both laden and unladen conditions the suspension behaved admirably on all types of road surface. Slight pitching can be set up, as is expected with any short-wheelbase vehicle, but roll is negligible and the Land-Rover corners more like a sports car than a cross-country 4 × 4.

Although the standard driving seat is not adjustable its position strikes a good average and the squabs and cushions are comfortable. A slight criticism concerning the driving position is that, with the driver's left hand on the left-hand upper section of the steering wheel, the speedometer dial is almost completely obscured.

Large Fuel Filler

Other good details about the latest Land-Rover are the well-positioned wing mirrors and the large-diameter fuel filler, which has an extending neck to permit filling from cans. A large captive cap is fitted. The optional heater and demister unit, although of the recirculatory type, is very effective, but the separate windscreen wipers are a little slow by modern standards.

A fault which may or may not have been peculiar to the test vehicle was its rather bad starting, although on no occasions were the mornings cold, and starting was even a little dubious when the engine was quite hot. When warm also, particularly after a cross-country run, the engine displayed an annoying tendency to run on after the ignition had been switched off. A little attention to either the carburation or ignition could possibly have rectified these faults however.

For the off-the-road working I was allowed to make use of the Ministry of Aviation's facilities at the Fighting Vehicles Research and Development Establishment, Chertsey.

Maximum gradient performances were assessed first on the four test slopes, the most gentle of which is 1 in 4. Facing up this slope the handbrake held the Land-Rover satisfactorily, but a restart in bottom gear, high auxiliary did not quite come off, although an easy restart was made in third gear, low auxiliary. Facing down the slope, an easy restart was made in reverse-low and once again the handbrake held the vehicle with ease.

On the next slope, where the gradient is 1 in 3, again an easy reverse-low restart was made while facing down the slope, but third-low proved a little too high for the Land-Rover when facing up this hill and second-low had to be employed.

The other two test hills are both timber surfaced and because light rain was falling at the time of my tests—and had been falling for some hours previously—these surfaces were treacherously slippery. After several attempts on the 1-in-2 slope this gradient was eventually surmounted using second-low, the successful ascent including a second-low restart almost at the top after wheelspin had brought the vehicle to a halt. Because of the slipperiness of the slopes, I reduced the tyre pressures from their normal figures of 25 p.s.i. front and 30 p.s.i. rear to 20 p.s.i. all round, and this immeasurably helped to improve traction.

Both facing up and down this hill the handbrake held the vehicle safely and when facing down at the bottom of the slope a satisfactory reverse-low restart was made.

I then turned my attention to the steepest of the four hills, the gradient of which is 1 in 1.73. With bottom-low engaged we almost managed to reach the top of the hill until wheelspin brought us to a stop. The tests carried out lower down the hill showed that there was sufficient power to enable a restart to be made on this gradient and that it was only the slipperiness of the timber baulks which was

The roughness of the F.V.R.D.E.'s pavé track can be judged from this picture.

preventing a successful ascent. Similarly, a smooth restart was made in reverse while facing down the hill and in both conditions the handbrake was powerful enough to hold the vehicle.

It should be pointed out that although I ought to have reduced the payload by 2 cwt. to comply with the manufacturer's recommendation, all these and subsequent rough country tests were made with the full on-the-road payload at a gross weight of 2 tons 1 cwt.

The F.V.R.D.E. has three gruelling suspension courses, each of which is 300 yd. long. The Land-Rover was driven over the pavé course quite smoothly at about 40 m.p.h., and although there was plenty of wheel movement, body movement was not so great and there were very few rattles. The ride was definitely above average, although it was necessary to hang on to the steering wheel pretty grimly to maintain a straight course.

The other two suspension tracks are paved with raised setts, these setts being staggered so as to vary the periodicity. The first track has setts 1 to 1½ in. high and so well did the suspension cope with this course that I was able to drive the Land-Rover down the track at 45 m.p.h. without holding the steering wheel at all.

The other sett track has 2-2½-in. blocks and over this the ride was a bit rougher, but still very smooth, and at 40 m.p.h. again I was able to take my hands off the wheel.

When a Series I Land-Rover was tested in 1957, it was possible to maintain only 15 m.p.h. over this second sett

course, and I remarked at the time that the vehicle was only just controllable and sometimes turned through 45° to the direction of travel.

Following these "hard-surface" trials, the Land-Rover was then taken to the rough-road courses at Bagshot Heath and the accompanying pictures give some idea of what the 4 × 4 was put through, again with the full road payload. On numerous occasions all four wheels left the ground, but landing did not disturb the occupants of the vehicle or the vehicle itself overmuch.

During this sort of manœuvre three years ago, I managed to bend the front axle of the Series I Land-Rover, but nothing like that happened this time, the front axle having been reinforced by a welded channel-section underneath it to resist this sort of thing.

Loose-surfaced gradients of up to 1-in-2 severity were encountered at Bagshot Heath, but none proved too much for the Land-Rover, whilst general waterproofing was proved by several high-speed dashes through deep puddles.

All in all, most satisfactory performances which the manufacturers may be justifiably proud of.

To complete the picture, I did a few maintenance tasks on the vehicle using the tool kit provided by the manufacturers. Whilst this is fairly comprehensive, strange omissions are the lack of spanners to fit the rear-axle oil-filler plug and the handbrake adjusting screw. The poor-quality jack is nothing to be proud of either.

I tackled the under-bonnet jobs first, raising the bonnet taking only 2.5 seconds, a permanent hinged stay being provided to hold the bonnet in the raised position. With the bonnet up, I checked the water level in 5 seconds, the engine oil level in 8 seconds, the level of the hydraulic fluid for the clutch and brake circuits in 5 seconds, the battery levels in 29 seconds, the steering box level in 55 seconds, the air-filter oil level in 2 minutes 5 seconds and the contact-breaker points gap in 1 minute 35 seconds.

I cleaned out the sediment bowl adjacent to the petrol-lift pump in 1½ minutes and the gauze filter at the carburetter intake union in 42 seconds. It took me 50 seconds to change a fuse because the fusebox is a little awkward to reach. Number 4 sparking plug was removed in 1 minute 40 seconds and replaced in 42 seconds, the time of removal being extended because the plug was tight to turn. Following all this, the bonnet took me only 2.5 seconds to close and secure again.

Working from underneath the vehicle, I checked the oil levels in the main and transfer gearboxes in 2¾ minutes and the level of the oil in the front-axle differential in 45 seconds, a further 1½ minutes being required to check the level in each of the two swivel-pin housings. Because there was no suitable spanner, I could not check the level of the oil in the rear axle.

Working with the crude mechanical jack supplied in the tool kit, I then adjusted the four wheel brakes, these taking a total time of 9½ minutes, jacking each wheel up separately. There is only one adjuster per brake and this is easy to reach. The separate transmission handbrake was adjusted in 1 minute 15 seconds, using an adjustable spanner.

As a final task, I removed the spare wheel from its stowage behind the front seats in 23 seconds and replaced it in 50 seconds. It is clamped in place by a bar secured by a sensibly sized wing nut.

The standard Series II Land-Rover as tested retails at £660, which makes good value for money in anybody's language. There is also a diesel-engined version, the current price of which is £760, but there should be some news of another development in this direction in the course of the next few weeks.

A Pneumatic Governor System for Turbocharged Engines

APPLYING a pneumatic governor system of the conventional type to a turbocharged engine creates a particular problem, because it is necessary to locate the venturi on the suction side of the turbocharger, and this may cause oil to be drawn from the bearings into the compressor and venturi unit. To overcome this difficulty and provide a good "run-out" characteristic without mechanical complication, the turbocharger division of C.A.V., Ltd., Warple Way, Acton, W.3, have evolved a special idling damper for application to a standard type of system.

When an engine is operating at high speed under light load, it is necessary to reduce fuel delivery sufficiently to limit the increase in engine speed between the maximum governed speed and the maximum speed at zero load to a marginal increment, and this is achieved by providing reverse movement of the pump control rod beyond its normal idling position. In a typical case the C.A.V. idling damper provides a run-out of 50 r.p.m.

Essentially comprising a spring-loaded pneumatic diaphragm unit of the ignition control type (as fitted to some petrol engines), the damper is attached to the end of the governor housing and occupies the minimum amount of space. A connection is made from the inlet manifold on the turbocharger side of the butterfly to the inner side of the governor diaphragm (which is normally open to atmospheric pressure), whilst a second pipe connects the manifold on the opposite side of the butterfly to the outer side of the diaphragm. A short rod mounted on the diaphragm centre plate abuts a drilled spindle, located between the diaphragm rod and the main control rod of the fuel pump, the drilling being used to connect the outer chamber of the governor to the inner chamber of the idling damper. The outer chamber of the damper is vented to atmosphere.

Because turbocharger pressure is zero at idling speed, pressure drop across the butterfly acts on the governor diaphragm in the normal way, damping of the fluctuations being provided by the spindle of the idling damper. With an increase in turbocharger boost pressure to near its maximum value at high speed, pressure is relayed from the inner governor chamber through the drillings of the spindle to the inner damper chamber, and this acts against the damper spring to allow increased movement of the spindle and pump control rod towards the zero fuel position. The governor run-out provided by the system is comparable to that offered by a conventional pneumatic type.

Since pressure is applied to the inner side of the governor diaphragm, leakage through the control-rod bush could cause lubricating oil of an unmodified pump to be blown out past the oil seals. This is prevented by fitting a breather to the pump cover plate, which permits a small leakage of air from the governor chamber to the pump housing. In operation the leakage is not sufficient, however, to affect the performance of the governor in any way.

It is noteworthy that the new system has been applied to a variety of engines.

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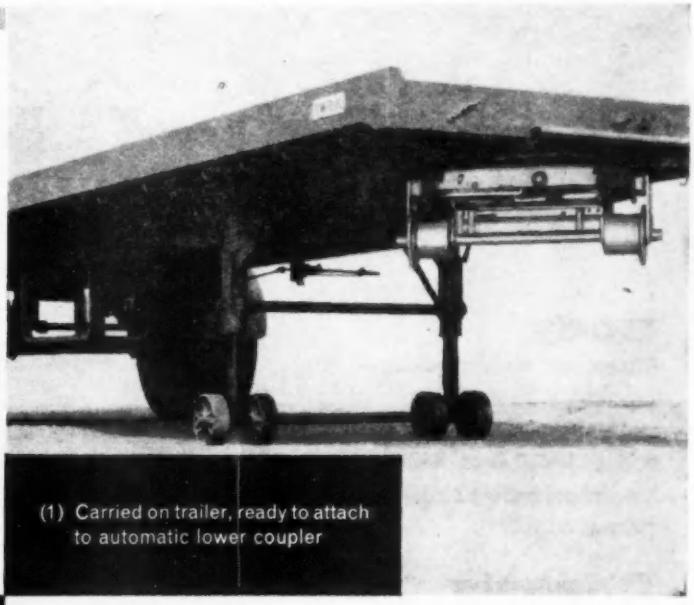
THE COMPLETE COUPLING CONVERTOR



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(3) Gives 5th wheel stability to automatics
(4) The *safety* of full width, double locking 5th wheel
(5) Couples easily from any angle
(6) Low weight—weighs no more than ordinary 5th wheel
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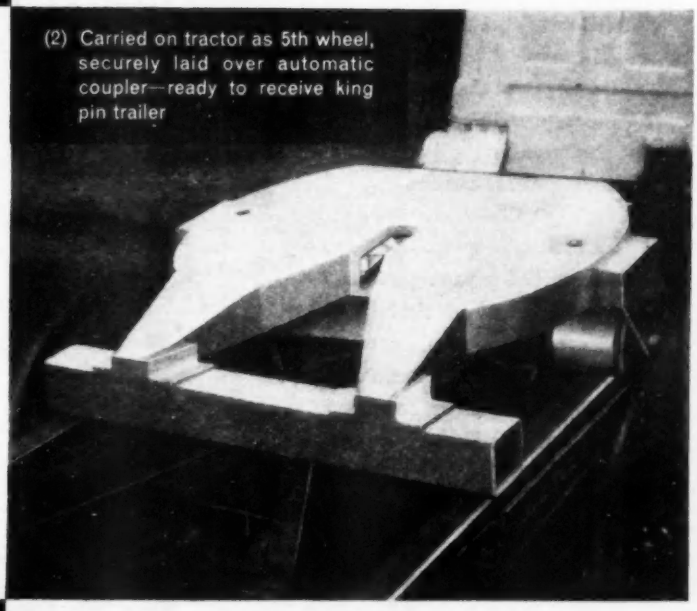
The YORKAMATIC is available NOW *either as a unit with YORK trailers—or separately as convertor couplings*



(2) Carried on tractor as 5th wheel, securely laid over automatic coupler—ready to receive king pin trailer

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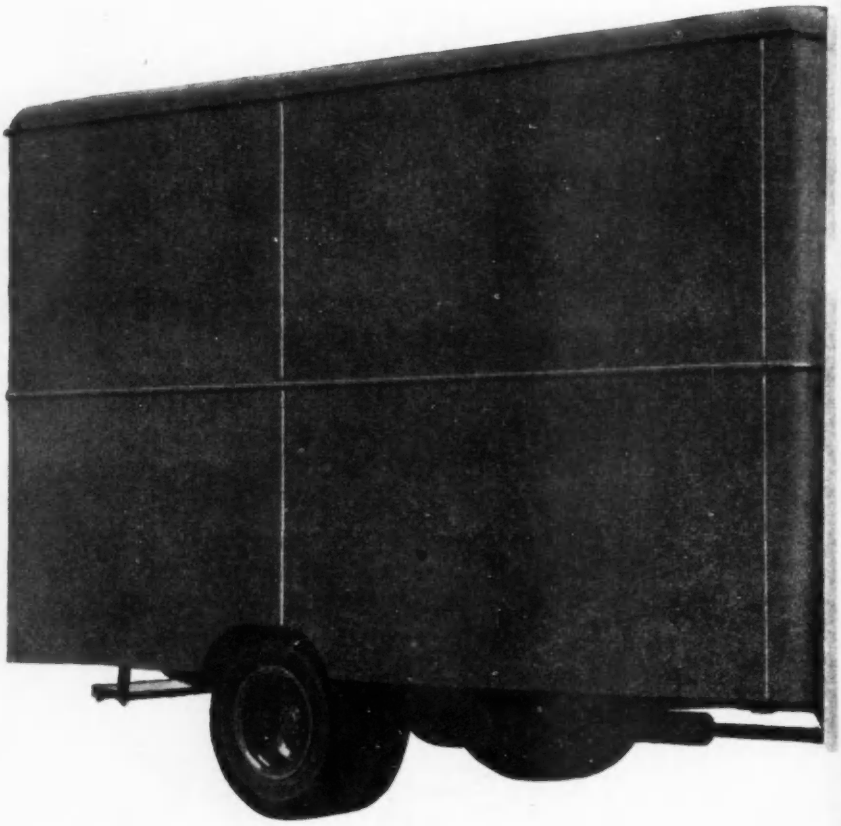

Body

670 cu. ft. – modern looking – practical. With sturdy construction and a 10-gauge steel underframe and hardwood floor. Built by volume production methods for a price of only £281.

Chassis

Low-loading, low-priced Bedford chassis, with the famous cab-ahead-of-engine TK design, giving easy access, walk-through floor, sound-proofed comfort and superlative vision. Complete vehicle price, with 214 cu. in. petrol engine, £1,106; with 200 cu. in. diesel £1,226. Same body also available on TK 4 ton or 5 ton 135 in. wheelbase chassis.

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The unmatched advantages of Bedford's years of practical experience and technical know-how in the transport vehicle business. A product of the largest commercial vehicle factory in Europe.

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3 ton Box Van !

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CUBIC FT. CAPACITY

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Save on every mile
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TRANSPORT
Specially developed for the highway to answer modern transport problems. The tyre that is a match for the tougher operating conditions of today—engineered to reduce cost-per-mile.
Firestone TYRES
consistently good

Cool Sausage—High Quality

Five Refrigerated Vans Operated by Midlands Company for Transport of Mixed Loads of Meat Over Long Distances

Loading a tray of sausages into one of the company's vehicles outside their Alfred Street South premises.

MAINTENANCE of a uniform temperature within a few degrees of 45° F. is the operative condition required by Pork Farms, Ltd., 168 Alfred Street South, Nottingham, for long-distance deliveries of mixed loads of sausage, pork pie, sausage rolls, cooked ham, bacon and lard. Although a lower temperature could be used in the case of the meats, this would cause the pastry of the rolls and pies to "sweat" when removed from the vehicle to higher ambient temperatures. Of the five refrigerated vans operated by the company, four are mounted on Morris FG 3-ton chassis powered by 3.4-litre diesel engines, whilst the latest vehicle is a 4-tonner of the same type. Apart from a stand-by vehicle, the vans are employed for long-distance deliveries and individually cover up to 1,600 miles a week.

Although the stand-by vehicle is nominally supplementary to the long-distance fleet, it is employed for short-distance operations in the Nottingham area and has proved its value for this work. So far it has not been necessary to use the van in its intended capacity.

The light-alloy bodies of the vans are built by Crawford, Prince and Johnson, Ltd., of Syston, Leics, and refrigerating equipment is installed by John S. Hall, Ltd., of Nottingham. This is supplied by York Shipley, Ltd., North Circular Road, London, N.W.2, and the latest generating sets to be fitted are Onan units of American origin, marketed in this country by the G.M. Power Plant Co., Ltd., 1-3 Richmond Road, Ipswich.

Operating on a 230-volt 50-cycle single-phase A.C. electrical supply the refrigerating equipment is installed in a compartment between the vehicle wheels on the offside. Cooling is provided by a forced-draught evaporation unit, which fits neatly into a corner of the main compartment at roof level. A twin-cylindered air-cooled petrol engine powers the generating set, and it is notable that one of the Onan units has operated for a year without decarbonizing. The power unit may be running up to 9 hr. in the day, but is not used for overnight generation.

By arrangement with local garages the refrigerating plant of vehicles engaged in long-distance runs is supplied with current from the mains during night-parking periods, a

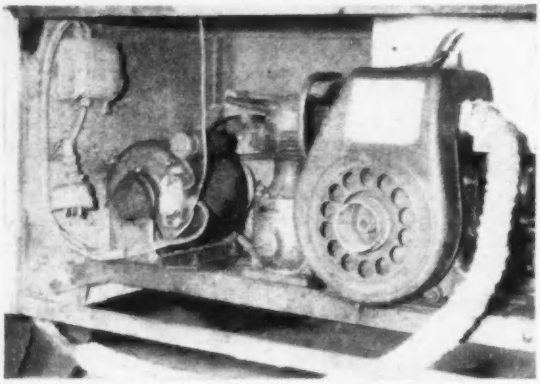
(Above) Latest addition to the Pork Farms fleet, this Morris FG has been fitted with an automatic refrigeration unit installed in a compartment between the wheels on the offside.

(Right) Early morning loading at the company's main premises with the Bedford stand-by van in front. This is used for short-distance deliveries.

Powered by a 3.4-litre diesel engine, this refrigerated Morris FG 3-tonner is delivering goods to one of the company's retail shops.

company-owned meter being used to record the current consumed.

Fully automatic control is a feature of the plant fitted to the 4-tonner and one other vehicle and will be standardized on all vehicles in due course. A separate sausage compartment at the front of the van has a door opening on the offside and is used for transferring meat from the deep-freeze at the factory. In compliance with the requirements of the retailer, this is partially de-frosted during the journey, separation of the two compartments being necessary to prevent moisture affecting the remainder of the load.



The refrigeration unit installed in the 3-tonners which is supplied with current from the mains during night-parking periods.

In the interests of easy loading, double main doors are fitted to the rear which fold back flush with the sides and give complete freedom of entrance. Capacity of the main compartment is 484 cu. ft., whilst the front compartment has a capacity of 136 cu. ft., which gives a total of 620 cu. ft.

Bodywork features include 3-in. of polystyrene insulating material and hardwood framing, a bitumen solution of the cold-application type being used for bonding. Flooring is of Southern Forge section with integral struts, which provides space for the insulating material without additional framing. The partition of the two compartments is of corrugated section.

Before refrigerated vehicles of this type were introduced six years ago, the dry-ice method of cooling was used. The change to refrigeration was a notable landmark in the work of the fleet with regard to preservation of the goods, as it virtually eliminated wastage and improved the quality of the end-of-journey product. Dry-ice tended to freeze the foodstuffs adjacent to the pack but had little effect on the goods remote from it. Refrigeration has increased the average "period of acceptability" of the foodstuffs from about 24 hours to three-four days.

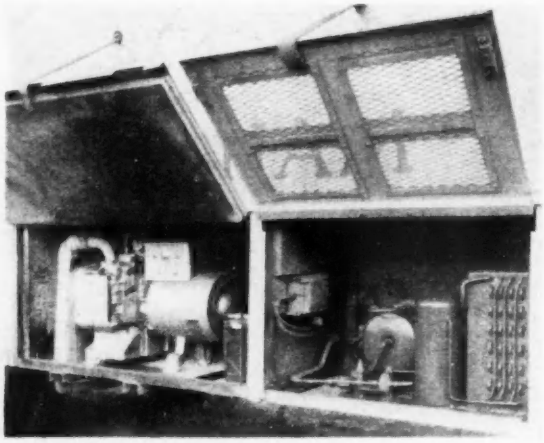
Uniformity of cooling and reliability (notably of the engine of the generating set) are special merits of the latest refrigerating equipment, and automatic control is a boon to the driver. With non-automatic control the driver is responsible for closing-down the generating set and starting-up the engine manually at fairly frequent intervals, and this can present difficulties in congested areas. A temperature gauge is fitted in the cab and also an engine-hour meter. Maintenance of equipment is performed by a local specialist.

Two vehicles are engaged in "shuttle services" between Nottingham and Lincoln and Nottingham and Norwich, full vans being exchanged at these centres for empty vehicles returning from delivery runs. A driver living in the Skegness area operates a vehicle on a run from Skegness along the coast to Mablethorpe and meets the shuttle service driver at Lincoln (approximately 40 miles from Nottingham), three round trips of about 310 miles being completed in summer and two in winter.

Living in Yarmouth, the second long-distance driver makes three summer runs weekly between Norwich and Yarmouth, empty vans being exchanged for laden vehicles at Norwich. The Norwich-Yarmouth vehicle covers about 300 miles on a run, whilst the round-trip of the shuttle-service vehicle is about 250 miles. Operations are reduced to two trips a week in the winter months.

Each vehicle is off the road for a complete day once a week for greasing and a thorough inspection by the local Morris distributors, T. Shipside, Ltd., of Nottingham, and this practice has given freedom from major mechanical faults.

Of associated interest, some of the drivers have been working for the company since it was formed in 1946, and all the drivers have long and favourable records. In part, they may be responsible for the highly creditable fuel consumption of the vehicles, which average 25 m.p.g. Pride in their vehicles is fostered by a wash-and-polish at least twice a week. P.A.C.B.



The latest type of refrigeration unit which features fully automatic control. This plant is to be fitted to all Pork Farms' vehicles in due course.

In the manufacture of C.A.V. fuel injection equipment, quantity production methods have to be combined with fine limit precision work demanding a high degree of skill and scrupulous care. The delicate operation of drilling the spray holes 0·008 in. diameter in the tips of injector nozzles calls for the touch of a master craftsman.

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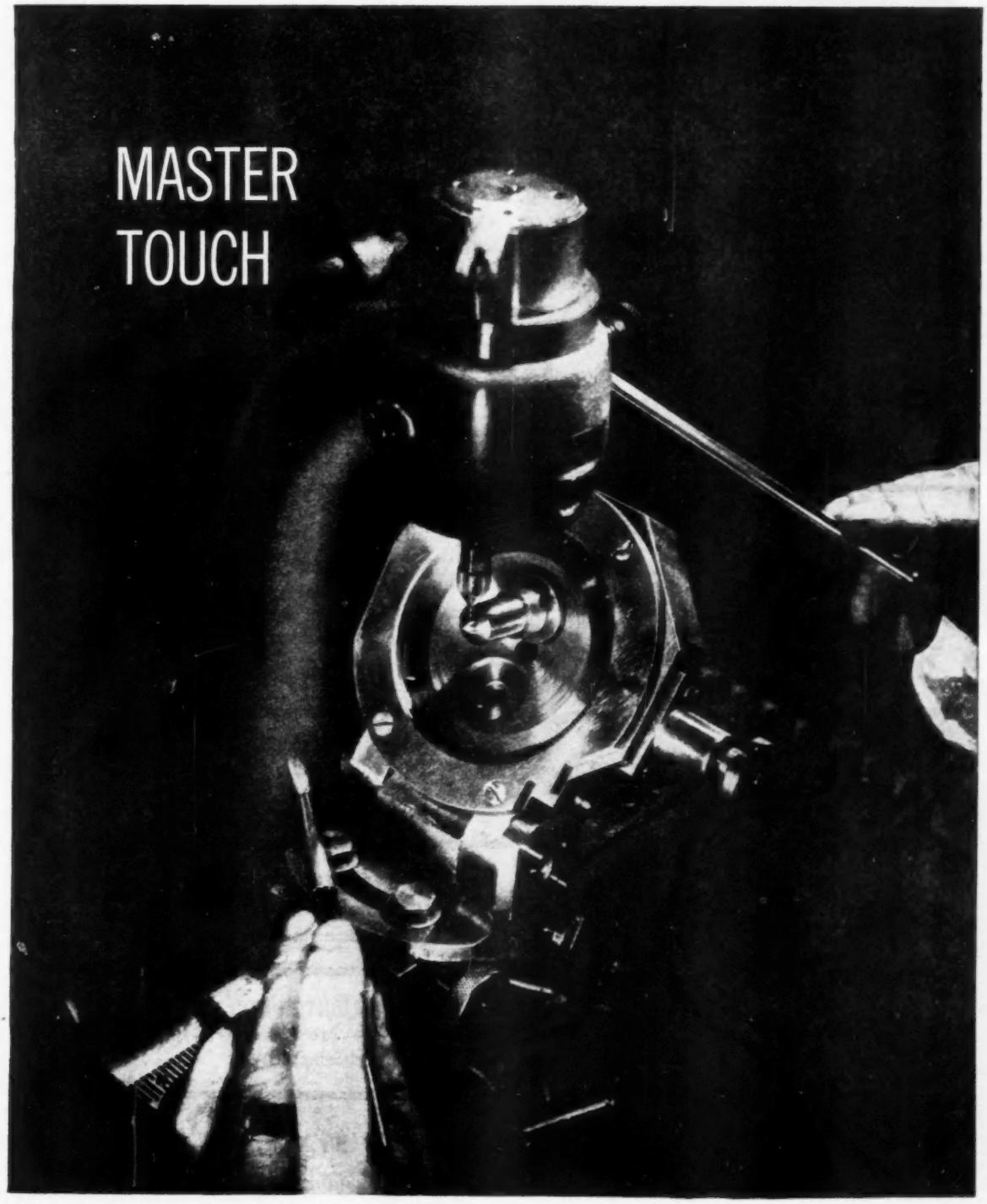
The World's Largest Manufacturers of **FUEL INJECTION EQUIPMENT**



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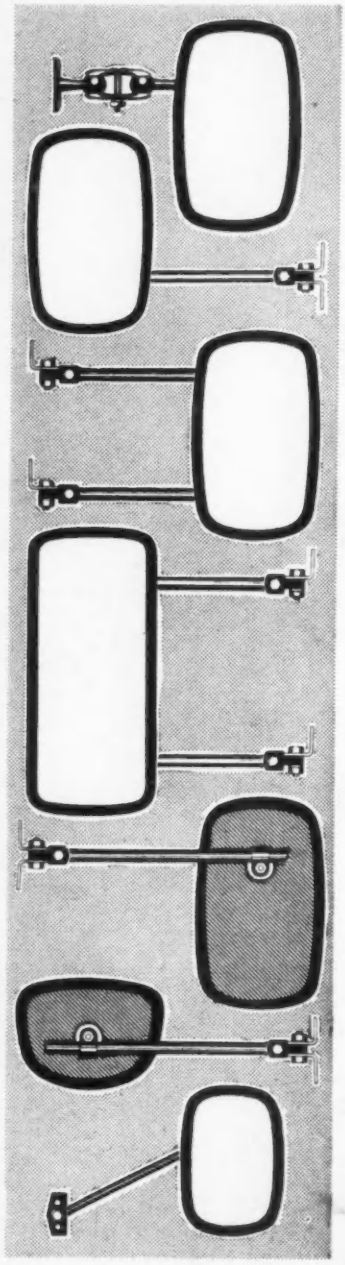

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THE ORIGINAL 1500 MIRROR
Double clamp fully adjustable bracket 10" x 6" flat glass.
Ref. 1501 Replacement Head.

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INTERNATIONALLY CELEBRATED
12" single bracket 10" x 6" flat glass.
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FOR EXTRA RIGIDITY
10" x 6" flat glass, 12" length twin brackets.
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'CANNONBALL'
The great modern mirror designed for additional safety on modern highways—14" x 6" flat glass.
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FOR EXTRA SMARTNESS
Finished in silver anodised aluminium. 12" single bracket. 10" x 6" flat glass.
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UNIQUELY STYLED TURINA
7" x 5" maximum flat glass. 12" single bracket.
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FOR THE LIGHTER C.V.
A well-designed, fully-styled, 7" x 5" mirror in the 1500 tradition.
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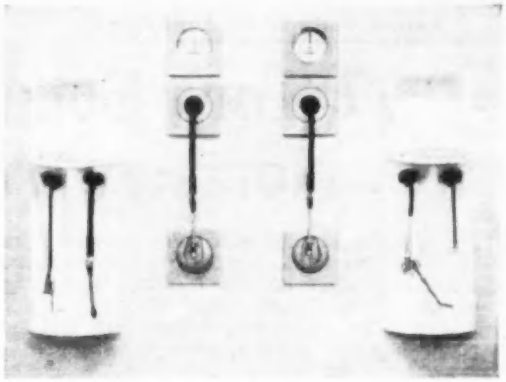
New Equipment and Publications

Lubrication Equipment Changes

IMPROVEMENTS in the Lubay lubrication equipment made by Laycock Engineering, Ltd., Victoria Works, Millhouses, Sheffield, 8, include new pumps, hose reels and oil guns. Externally there is no change in the appearance of the Lubay installations. The equipment can still be supplied with standard panels in various colours, oil meters can be fitted as required and for illuminated display Plexiglass panel can be incorporated.

Both oil and grease pumps have been redesigned and embody several new features designed to provide greater efficiency with less attention. The major change is the introduction to the pneumatic motor of a special shuttle valve which directs the inlet and outlet of the compressed air alternately above and below the air piston. The pneumatic motor unit is identical for both oil and grease pumps, but although basically the same, the pump sections differ.

Delivery at the nozzle in the case of the oil pump is 10 pints of engine oil per minute at 100 p.s.i. air pressure. The new grease pump can handle all types of greases, but for heavy fibrous types a follower plate, which can be supplied, is recommended.

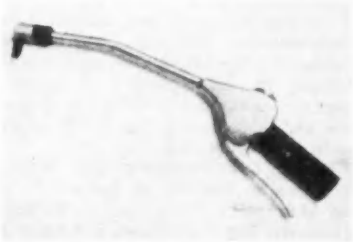


(Right) A typical installation of Lubay lubrication equipment. The panels on right and left can be of Plexiglass for illuminated display. (Bottom right) The redesigned oil gun.

The redesigned oil gun has clean lines and its balanced pressure valve, which is trigger operated, gives a controlled flow to enable oil to be metered positively and in exact quantities. The nozzle swivels to enable the gun to reach awkward positions.

Constant-torque reeling springs are incorporated in the new Laycock hose reel design. These provide good retraction of the hose and maintain an even tension on the hose from the time that it starts its travel until it is fully extended.

In general the hose reel is the same design as previous Lubay equipment, incorporating stops which permit the hose to be arrested at four positions in each revolution of the reel. A further pull on the hose trips the stop and allows the hose to retract smoothly.



Cutting and Welding Torch

A NEW type of blowpipe is now available from Suffolk Iron Foundry (1920), Ltd., Sifbronze Works, Stowmarket, which by a simple change of nozzle can be converted from a cutting torch into a welding torch. Claimed to be the only torch of its type available in Britain, it does not require any conversion at the bottom of the shank, and in addition back-firing is eliminated.

Called the Double Duty Demon, the torch weighs only 1¼ lb., and will cut sheet metal and steel plate up to 2-in. thick, and can weld steel up to ¼-in. thick.

Three welding and two cutting nozzles are supplied with the torch and these, it is said, will handle most of the requirements of welding and cutting.

Plastics Publications

THREE new publications issued by Polypenco, Ltd., Welwyn Garden City, Herts, deal with plastics materials produced by the concern and known by the trade names of Fluorosint, Nylatron G.S. and Nylaflow hose.

Fluorosint is a reinforced t.f.e. claimed to offer operational advantages over conventional p.t.f.e. in its performance at elevated temperatures, in the achievement of closer dimensional tolerances in moulded parts and in superior bearing and wear characteristics. This material is available in finished-moulded parts up to 3 sq. in. in cross-section, by 2 in. in length, and in semi-finished shapes for subsequent machining.

Clean lines are a feature of the Double Duty Demon welding and cutting torch from Suffolk Iron Foundry (1920), Ltd.

Nylatron G.S. is a molybdenum-disulphide filled nylon, said to give superior mechanical and bearing properties whilst maintaining the electrical and chemical characteristics of nylon. Higher resistance to wear, heat and deformation under load are claimed for the product which is available as stock shapes or as moulding compound.

Nylaflow is a flexible high-pressure hose of all-bonded construction with a nylon inner core. Applications given are hydraulic, pneumatic fuel lubrication, solvent or hot paint lines.

Finance Details

A NEW illustrated brochure has been issued by United Dominions Trust to describe the range of commercial and industrial purposes for which the Group provides finance in the United Kingdom and Commonwealth. Details of the capital structure and financial history of the company are also given.

Copies of the brochure can be obtained from the Publicity Department, United Dominions Trust, Ltd., 51 Eastcheap, London, E.C.3.

Improved Windows

THE latest version of the Beclawat passenger vehicle window, the Boreas Mark III Tipping Ventilator Window, incorporates a number of new features.

Special side springs give a firm and positive action when opening or closing the tipping panel, eliminating rattle in the open position, and ensuring positive closing of the spring-loaded combined operating and locking handle when in the shut position.

There is also provision for adjustment of the locking catch when this is necessary after the windows have "bedded down" in service.

Expansion Trends in Haulage

77 Tons Sought in Northern Area

ONE of the largest applications to be published this week comes from the Northern area where Robsons Border Transport, of Carlisle, ask to add 10 vehicles of 7¾ tons each to their A-licensed fleet. The normal user is not given—a previous *A and D* number being shown instead.

An application from the eastern side of the Northern area may interest bulk liquid carriers. Tees-side Chemical and Engineering Merchants, Ltd., of Middlesbrough, ask for a new A licence to operate two tankers to carry tar, chemicals and other liquids "to and from all parts of Great Britain."

Tankers form the subject of the largest A-licence application of interest from the Metropolitan area. Davis Brothers (Haulage), Ltd., of London, E.3, ask for an additional five tankers, which they propose to acquire if their application is successful, to carry petroleum products within Great Britain.

Granary Haulage, Ltd., of Burton-on-Trent, have made a large application to the West Midland Authority for five vehicles—they want a new B licence—to carry a wide variety of goods including foodstuffs, fertilizers and engineering equipment for one named customer. The vehicles are at present operating under a contract A licence which will, of course, be surrendered if the application is successful.

In the Eastern area, Gregorys and Hampson, Ltd., have applied for a new B licence for five vehicles. The normal scope required is to allow them to bring agricultural produce from a variety of towns all over the country to King's Lynn or places within a 75-mile radius of King's Lynn.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

SCOTTISH (NORTH)

Applications

SN 2/9/1.—**Alexander Reid,** Montrose, new B lic., 1 veh. (3¼t). Goods for Adam Lithgoe, Ltd., within 60 miles and to and from Ayr.

SN 2/9/2.—**Kenneth MacAskill,** Dundee, new B lic., 1 T (3¼t). Building and excavating mats. within 15 miles.

SN 2/9/3.—**David N. S. Gibson,** Rousay, new B lic., 1 veh. (2t). Goods within the Island of Rousay.

SN 2/9/4.—**Morris Young,** Perth, B var., 2 T. (7½t) in place of 1 veh. (7t).

Decisions

SN 22/7/4.—**William C. Bruce,** Cupar, new B lic., 1 veh. (3¾t). Lime and fertilizers within 60 miles, with extension to Ayr for fertilizers, all for Adam Lythgoe, Ltd., granted.

SCOTTISH (SOUTH)

Applications

SS 2/9/1.—**John Russell (Grangemouth), Ltd.,** new A lic., 4 arts. (38t) (includes 4 refrigerated containers (10t).) Frozen foodstuffs from Scotland to Midlands and London; also 2 arts. (15t). Whisky in Crown lockable vans, Lothians, Fife, Clackmannan.

SS 2/9/2.—**Lomond Hill Trading Co.,** Dumbreck, new A lic., 1 veh. (7¾t). G.g., Scotland, England and Wales.

SS 2/9/3.—**David Murray Hogg,** Earlston, new B lic., 2 veh. (10¾t). Agric. lime and fertilizers within 150 miles.

SS 2/9/4.—**Milligan Bros.,** Sanquhar, new B lic., 3 veh. (10½t). G.g. within 40 miles.

SS 2/9/5.—**James Cullinan,** Kilwinning, new B lic., 1 veh. (3t). Road and building mats. and plant within 40 miles.

SS 2/9/6.—**Thomas Wilson,** Edinburgh, B var., add 2 veh. (7½t). Road mats. within the City of Edinburgh.

SS 2/9/7.—**John R. Waterson,** Airdrie, B var. add 1 veh. (3½t).

SS 2/9/8.—**Robert Millar,** Condorrat, B var., add 1 veh. (3t).

SS 2/9/9.—**John H. Lawson,** Stevenston, B var., add 1 veh. (4t). Scrap, road and building mats. within 30 miles.

SS 2/9/10.—**James Gillespie,** Airdrie, B var., add 2 veh. (9t).

Decisions

SS 13/5/1.—**William Swan (Contractors), Ltd.,** Edinburgh, new A lic., 2 veh. (7½t). Road and building mats. and salt, within Scotland, granted.

SS 13/5/3.—**Wm. Dobson (Edinr.), Ltd.,** A var., add 1 art. (9t). Mainly bulk fertilizers for S.A.E., Ltd., granted.

SS 22/7/12.—**Robert Cameron,** Acharacle, B var., add 1 veh. (3t), granted.

NORTHERN

Applications

N 29/8/1.—**Tees-side Chemical and Engineering Merchants, Ltd.,** Middlesbrough, new A lic., 2 veh. (21t) (tankers). Carriage of tar, chemicals and other liquids in bulk. To and from all parts of G.B.

N 29/8/2.—**Robsons Border Transport, Ltd.,** Carlisle, A var., add 10 veh. (77½t).

N 29/8/3.—**J. Sanderson and Sons,** Loftus, A var., add 1 T. (3t 13c) subject to the deletion of veh. from B lic.

N 29/8/4.—**G. Burn,** Berwick, new B lic., 1 T. (3¾t). Road and building mats. within 50 miles: agric. lime as required. (Veh. at present specified in contract A lic.)

N 29/8/5.—**E. Coulson,** Birtley (nr. Hexham), new B lic., 2 veh. (6t 2c). Timber, coal and building mats. within 50 miles and to Rotherham once per week. (One veh. at present specified in contract A lic.)

N 29/8/6.—**C. Long,** Brompton-on-Swale, new B lic., 1 T. (3t). Road and building mats. within 50 miles.

N 29/8/7.—**Basrok Products,** Belmont, B var., add 1 veh. (3½t). Grain and pigeons within 50 miles of Durham.

N 29/8/8.—**Vehicle Hire and Supply Co., Ltd.,** Billingham, B var., add 3 arts. (45t) (tankers). Liquefied petroleum gases and other liquefiable gases as required.

N 29/8/9.—**T. Rae and Son,** Cornhill, B var., add 2 veh. (9t 16c). Goods for T. Broadbent, Ltd., from Stockton-on-Tees for delivery to areas Northumberland, Durham, Cumberland, Westmorland and Southern Scotland. (Subject to surrender of C lic.)

N 29/8/10.—**J. D. Maw,** Sunderland, B var., add 4 T. (16t). Mats. and plant for the construction of roads and buildings within 25 miles.

NORTH WESTERN

Applications

NW 1/9/1.—**J. R. Whitham,** Manchester, new A lic., 1 veh. (8t). Steelwork for Banister Walton Co., Ltd., as required; return loads as requested from outward delivery points.

NW 1/9/2.—**B. Day,** Oldham, new A lic., 1 art. (6½t). Machinery, engineering goods, paper, building mats., textiles, latex foam and steel, as required.

NW 1/9/3.—**F. Snaylam and Son, Ltd.,** Bolton, A var., add 1 art. (6½t).

NW 1/9/4.—**C. W. O. Evans,** Bangor, new B lic., 1 veh. (1t). Motorcycles, three-wheeled cars, invalid carriages on behalf of Ministry of Health within Caernarvonshire.

NW 1/9/5.—**C. W. Jones,** Bangor, new B lic., 1 veh. (4¾t) (includes container 1½t). Livestock and agric. produce with 40 miles, and to agric. shows.

NW 1/9/6.—**Isherwoods Petrol Co., Ltd.,** Eccles, new B lic., 1 veh. (3½t). Motor fuel and heating oils within 150 miles.

NW 1/9/7.—**W. R. Woodward,** Ormskirk, new B lic., 1 veh. (5t). All livestock within 75 miles.

NW 1/9/8.—**W. Barnes,** Radcliffe, new B lic., 1 art. (6t) (low ldr.), to be hired. Road construction plant within 100 miles.

NW 1/9/9.—**Hoyland and Stanley (Caravan Transport), Ltd.,** Cheadle, B var., add 2 veh. (7¼t) and 2 trl. (3¾t).

NW 1/9/10.—**W. Carpenter,** Leigh, B var., add 3 veh. (8¾t). Textiles and machinery within 45 miles.

NW 1/9/11.—**C. R. Alty (Bulk Transport), Ltd.,** Southport, B var., add 5 veh. (19¾t). Clay, sand and gravel aggregate within 120 miles. (Vehs. at present specified in C lic.)

EAST MIDLAND

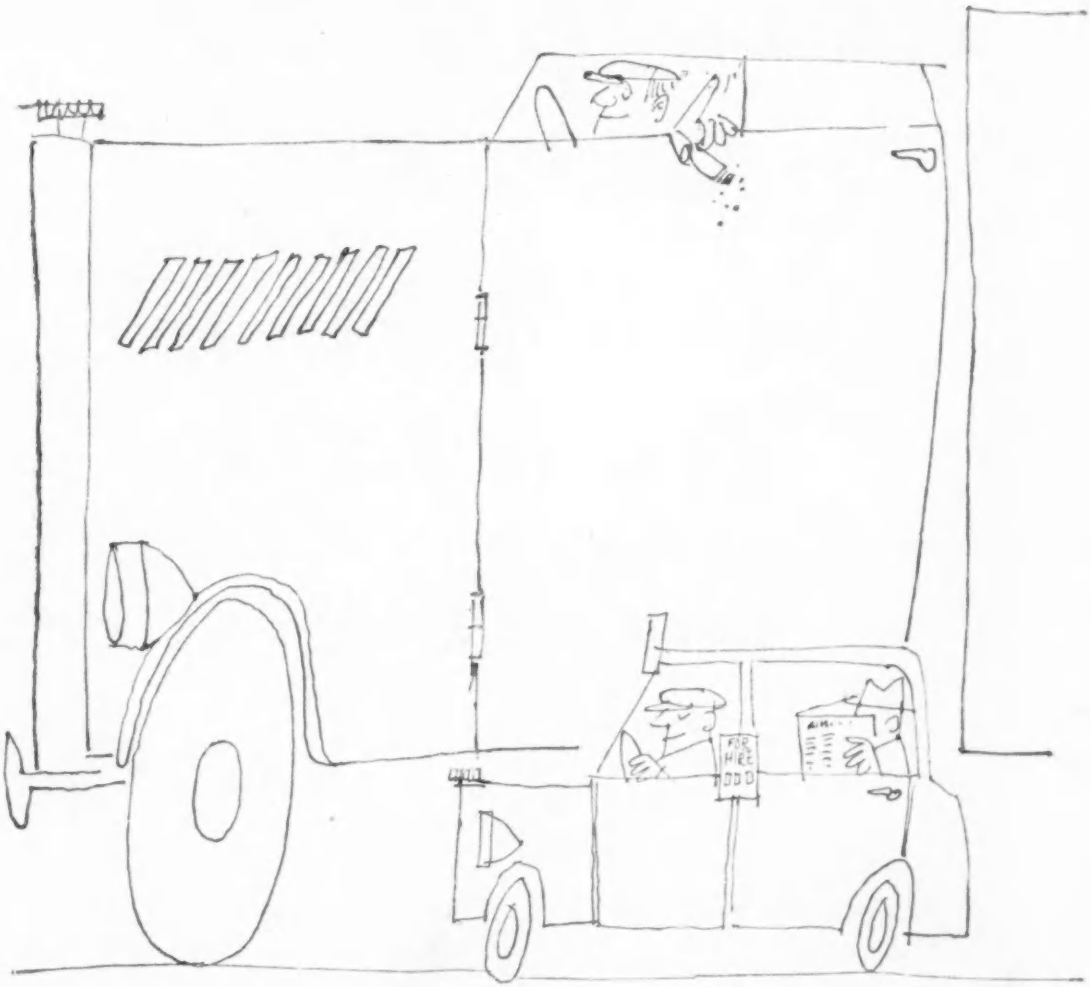
Applications

EM 6/9/1.—**Welbourn Haulage, Ltd.,** Welbourn, new A lic., 1 veh. (3½t). G.g., G.B. (If granted, contract A lic. will be surrendered.)

(*Continued on page* 229)

A novel method of discharging a load of wood chips at a pulp mill near North Bend, Oregon, U.S.A., is shown in this photograph. The semi-trailer outfit is reversed on to the pivoted ramp, which is then raised by twin hydraulic rams.

GO WELL- GO SHELL



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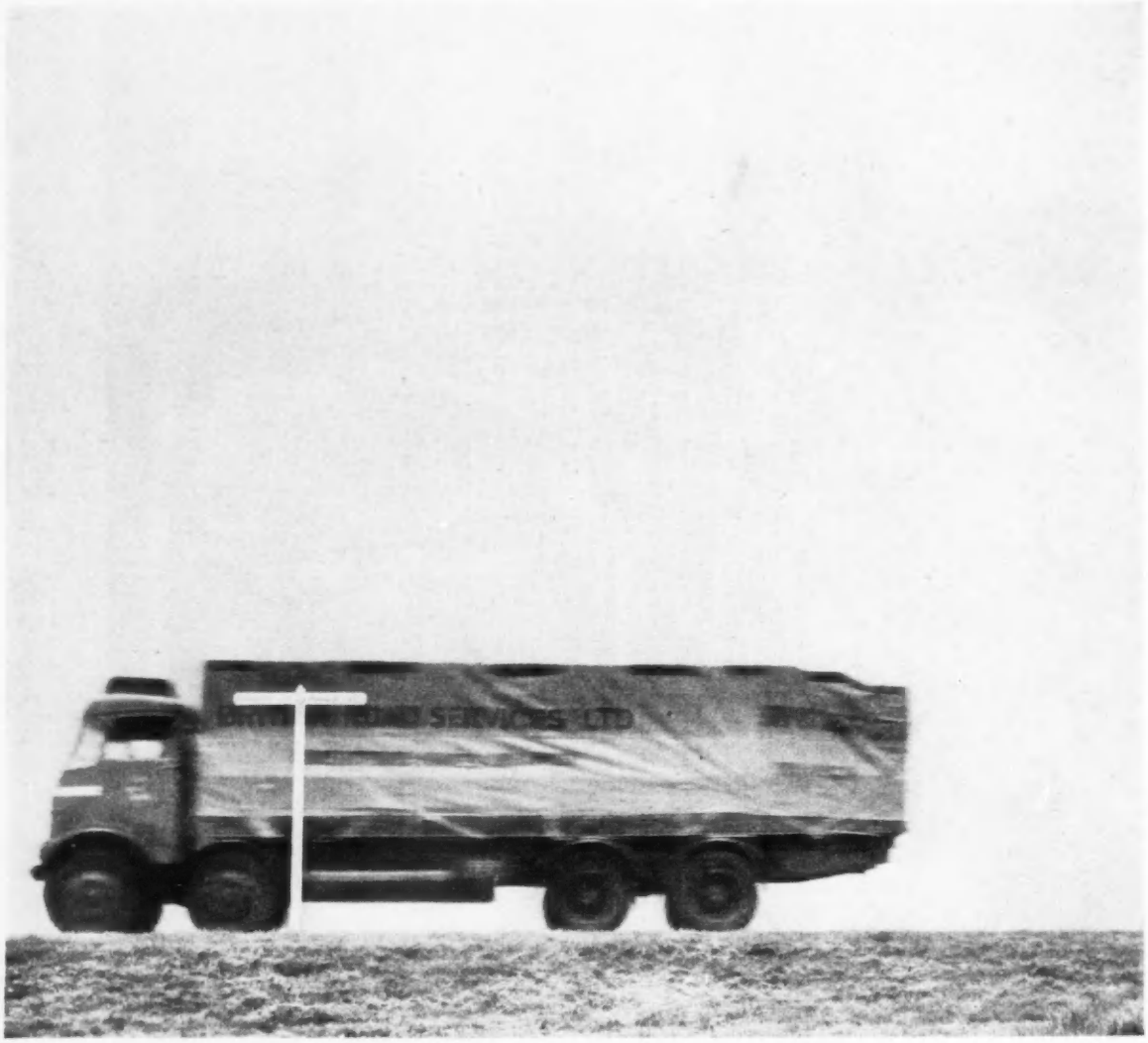
TRANSPORT



Collector's mania

Everybody collects something. B.R.S. collect everything. Imports ex docks, exports ex factory. Ships' boilers as big as a house. Kitchen stoves by the gross. Lorry-loads of soup for supermarkets. Anything that can go on wheels goes by B.R.S. It follows that B.R.S. are expert deliverers as well. The biggest road haulage fleet in the country with a network of depots are always ready to help you. To get things moving, ring your nearest British Road Services depot (you'll find it in the 'phone book).

To get things moving—ring

BRITISH ROAD SERVICES

EM 6/9/2.—**Barkers Traffic Services, Ltd.,** Balderton, A var., delete 1 veh. (8t 1c) add 2 veh. and 2 arts. (23t 4c). (2 veh. at present specified in contract A lic.)

EM 6/9/3.—**T. H. Brown, Ltd.,** Grimsby, A var., add 10 veh. (81t 12c). (8 vehs. at present specified in contract A lic.)

EM 6/9/4.—**H. G. P. Brown,** Leighton Buzzard, A var., add 2 veh. (9t. 12c). Cement in bulk, G.B. (If granted vehs. will be deleted from contract A lic.)

EM 6/9/5.—**J. R. Dent,** Waddingham, A var., add 1 veh. (3¾t).

EM 6/9/6.—**Bell Close Filling Station,** Leighton Buzzard, new B lic., 1 veh. (1¼t). Customers' goods whilst their vehs. are repaired or serviced within 50 miles.

EM 6/9/7.—**J. Clarke (Haulage), Ltd.,** New Oliverton, new B lic., 2 veh. (14t 17c). For use when any A or B lic. veh. of J. Clarke (Haulage), Ltd. and fully owned subsidiary companies (Retford Transport Co., Ltd. and A. T. Marriott, Ltd.) is withdrawn from service for overhaul or repair.

EM 6/9/8.—**B. Birkett,** Sherwood, new B lic., 1 veh. (1t). Miscellaneous goods within 25 miles. (Veh. specified in C lic.)

EM 6/9/9.—**Nevilles Garages, Ltd.,** Nottingham Road, B var., add 4 veh. (22t). Scrap steel turnings for J. and H. B. Jackson, Ltd., 60 miles; coal, coke and other smokeless, solid fuels 120 miles.

EM 6/9/10.—**R. W. Burden Transport, Ltd.,** Norwell, B var., add 7 veh. (26¼t). Agric. produce and requisites (excluding livestock) 15 miles; and other goods 20 miles; and to and from Bawtry with 4 veh. and site works and building mats. within 25 miles with remaining 3 veh.

EM 6/9/11.—**S. L. Ridgway,** Potterspury, B var., add 1 veh. (3t 7c) (bulk spreader). Agric. lime, slag and bulk fertilizers to be spread direct on to the field for merchants within 30 miles.

EM 6/9/12.—**E. Maidens,** Stickney, B var., add 1 veh. (3½t). Building and road making mats. and agric. produce and requisites 40 miles. Goods for H. N. Skinner and Son, of Old Bolingbroke, 150 miles.

Decisions

EM 21/7/8.—**Cordon Haulage, Ltd.,** Weldon, B var., add 1 veh. (1t). Goods of or belonging to Stewarts and Lloyds, Ltd., Lancashire Steel Co., Ltd., of Corby and goods of or belonging to subsidiary companies of Stewarts and Lloyds, Ltd., in the County of Northampton (inc. the Soke of Peterborough) any distance, granted.

WEST MIDLAND

Applications

WM 7/9/1.—**Security Express, Ltd.,** Birmingham, new B lic., 4 veh. (4t) to be hired. Cash, bank and currency notes, securities and negotiable instruments within 60 miles radius of Birmingham (Snow Hill) Station.

WM 7/9/2.—**Granary Haulage, Ltd.,** Burton-on-Trent, new B lic., 5 veh. (20⅝t). Foodstuffs (animal and human), fertilizers, engineering equipment, building mats, for English Grains, Ltd. and its associated companies as follows: Trent Yeast Extract Co., Ltd., Graham Dene, Ltd., Trent Building and Industrial Maintenance Co., Ltd., Holte Baby Foods Co., Ltd., Maxicrop, Ltd., Castle Donnington Concrete, Ltd. (If granted, contract A lic. will be surrendered.)

WM 7/9/3.—**Watson Bros. (Burton-on-Trent), Ltd.,** new B lic., 1 T. (8½t). Goods for West Midlands Gas Board and D. M. Stevenson and Co., Ltd., through A. Fletcher and Co., Ltd., as required.

WM 7/9/4.—**Shelley's Transport,** Rugby, new B lic., 2 T. (7¼t). Road-making and building mats. for Croft Granite Co., Ltd., Leicester, and Man-Abel Granite Co., Ltd., Nuneaton, within 40 miles; solid fuels for Thrutchley and Co., London, and Joseph Ellis and Sons, Rugby, within 30 miles; solid fuels within 15 miles with 1 veh., and solid fuels for John Hudson (Birmingham), Ltd., within 30 miles with the other veh.

WM 7/9/5.—**C. Allford,** Worcester, new B lic., 1 T. (4t). Road-making mats. for A. Monk and Co., Ltd., within 25 miles.

WM 7/9/6.—**B. Harris,** Worcester, new B lic., 1 T. (3⅝t). Road-making mats. for A. Monk and Co., Ltd., within 25 miles.

WM 7/9/7.—**L. Trendowicz and J. C. Smith,** Worcester, new B lic., 1 T. (4¼t). Road-making mats. for A. Monk and Co., Ltd., within 25 miles.

EASTERN

Applications

E 4/9/1.—**J. E. and G. E. Harvey,** Gushiru, A var., add 1 veh. (3t).

E 4/9/2.—**W. Jarvis and Son,** Heybridge, A var., add 4 veh. (14¾t).

E 4/9/3.—**Welch's Transport, Ltd.,** Witham, A var., add 3 veh. (10½t).

E 4/9/4.—**W. G. Harvey, Ltd.,** Rickinghall, A var., add 2 veh. (7t). (If granted 2 veh. (7t) will be deleted from B lic.)

E 4/9/5.—**Williams Cold Storage (Thetford), Ltd.,** A var., add 1 art. (7½t).

E 4/9/6.—**British Railways (L.M. Region),** Bedford, A var., add 1 art. (3½t) in substitution for 1 veh. (2½t) (flat). (If granted veh. to be deleted to be transferred to and veh. to be added to be transferred from Metropolitan Traffic area.)

E 4/9/7.—**Belle Vue Garage,** Chelmsford, new B lic., 1 veh. (1½t). G.g., household effects; 50 miles.

E 4/9/8.—**R. N. Broad and Sons,** Hatfield Broad Oak, new B lic., 1 veh. (5½t). Agric. produce and requisites from Felixstowe, Ipswich or London for delivery within 25 miles or collected within that radius for delivery within the same radius or to Felixstowe, Ipswich or London; all for Eastern Counties Farmers, Ltd.

E 4/9/9.—**Harold Wood and Sons, Ltd.,** Saffron Walden, new B lic., 6 veh. (57½t) (tankers). Petroleum products on behalf of Mobil Oil Co., Ltd., as required; and of Air Ministry and U.S.A.F. Jet Fuel stocks as required by them.

E 4/9/10.—**R. E. Mills,** Haddiscoe, new B lic., 1 veh. (1¼t). Livestock and sugar beet within 35 miles.

E 4/9/11.—**Gregorys and Hampson, Ltd.,** King's Lynn, new B lic., 5 veh. (23⅞t). Return loads of agric. produce from Liverpool, Hull, Leeds, Louth, Grimsby, Norwich, Yarmouth, Ipswich, London, Colchester, Chelmsford, Nottingham, Grantham, Newark, Peterborough and Whitley Bridge (Yorks) to King's Lynn or places within 75 miles of King's Lynn.

E 4/9/12.—**Grierson and Waters, Ltd.,** King's Lynn, new B lic., 1 veh. (3½t). Goods to and from own store, all within 30 miles of King's Lynn G.P.O.

E 4/9/13.—**Cursons (Brandon), Ltd.,** new B lic., 1 veh. (9t). Timber, timber products, all types of solid fuels, scrap metals within 100 miles; and to and from Phumacite Works at Aberdare, Wales.

E 4/9/14.—**F. J. Podd,** Crowfield, new B lic., 1 veh. (4t). Goods for A. Saville and Co., Ltd., E. Marriage and Sons, Ltd., Munson and Fisher, Ltd., and Thomas Allen, Ltd. (If granted, contract A lic. for 2 veh. will be surrendered.)

E 4/9/15.—**B.R.S. (Contracts), Ltd.,** Cambridge, new B lic., 1 veh. (8½t). Goods for the East Anglian Breweries, Ltd., under contract hire agreement.

E 4/9/16.—**R. Smikle,** Biggleswade, B var., add 1 veh. (3⅞t). Haulage of sand, gravel, ballast and all types of road making mats.; 50 miles.

E 4/9/17.—**R. E. Marsh,** Cambridge, B var., add 1 veh. (4½t). Goods for L. A. Rich and building mats. for Eastwoods (Sales), Ltd., Eastwoods (Cement), Ltd., and Eastwoods, Ltd., within 90 miles; grain for Dower Wood and Co., Ltd.

E 4/9/18.—**C.A.C. Transport, Ltd.,** Cambridge, B var., add 1 veh. (1t).

E 4/9/19.—**C. T. Fahie and Co.,** Colchester, B var., add 1 veh. (3½t). Furniture and household effects packed in containers for U.S. Forces personnel within 140 miles.

E 4/9/20.—**Belle Vue Haulage,** Southend-on-Sea, B var., add 1 veh. (4t). Builders' waste and excavated mats., hardcore, within 30 miles.

E 4/9/21.—**W. and P. Clegg, Ltd.,** Westcliff-on-Sea, B var., add 2 veh. (8t). Soil, muck and rubbish from sites to which applicants supply building and road-making mats., within 30 miles of Southend.

E 4/9/22.—**W. Howes and Son, Ltd.,** Stowlangtoft, B var., add 2 veh. (8t).

Decisions

E 1/5/5.—**R. V. Corfield,** Long Stratton, A var., add 1 veh. (3t), granted.

E 10/7/5.—**Young and Sons (Transport), Ltd.,** Colchester, new B lic., 4 veh. (12½t), granted.

WESTERN

Applications

W 5/9/1.—**W. G. Golding,** Kingswood (Wotton-under-Edge), new A lic., 1 veh. (3t). Mainly goods to and from licensee's own store within 60 miles, cider for the Gloucestershire Cider Co. mainly within 40 miles, goods for Rawlings and Phillips, Ltd., and home-grown grain from farms to driers and flour mills within 45 miles. (Veh. at present specified in B lic.)

W 5/9/2.—**H. D. Gourd and Sons, Ltd.,** Bishopsteignton, A var., add 1 veh. (3t 2c). To be used solely in replacement of any veh. which is off the road under repair or maintenance.

W 5/9/3.—**Jenning's Transport, Ltd.,** Bristol, A var., add 1 art. (6t). Mainly meat within 150 miles.

W 5/9/4.—**J. Smith (Bicknor), Ltd.,** English Bicknor, A var., add 2 veh. (16t 10c) (includes 1 art. (8t 10c). G.g., mainly agric. goods and produce, farm and dairy requisites, road and building mats. and plant, household furniture removals and effects, timber and all types of solid fuel mainly within 150 miles with 1 veh. Mainly large round timber in the Counties of Monmouth, Hereford, Worcester and Gloucester with art. (Vehs. at present specified in A lic. held in the West Midland Traffic area (Ryeford, Ross-on-Wye Base).)

W 5/9/5.—**T. W. Brice,** Bristol, new B lic., 1 veh. (1t 17c). Household effects within 8 miles. (Veh. at present specified in C lic.)

W 5/9/6.—**S. J. Metals,** Bristol, new B lic., 4 T. (12t 14c). Rubble, chippings, rubbish, scrap and parcels within 25 miles.

W 5/9/7.—**Sharland Bros.,** Oake, new B lic., 3 veh. (13½t) with 1½t containers. Livestock any distance; other goods within a radius of 60 miles of operating centre.

W 5/9/8.—**J. W. Sherman and G. Pruett,** Bristol, B var., add 1 veh. (2t 4c). Coal, coke and building mats. within 15 miles.

W 5/9/9.—**D. A. Chapman,** Cheltenham, B var., add 1 T. (3t 9c). Builders' plant and machinery, builders' and contractors' mats. and waste within 45 miles.

W 5/9/10.—**A. J. Harding,** Shebbear, B var., add 1 T. (3¾t). Agric. produce and requisites within 10 miles; agric. lime and slag within 50 miles of operating centre for direct application.

W 5/9/11.—**Hammett's Dairies, Ltd.,** Exeter, new B lic., 1 veh. (2t 18c). Milk within 25 miles of operating centre. (Veh. at present specified in C lic.)

W 5/9/12.—**R. H. Lockyear,** Exmouth, new B lic., 2 veh. (3t 18c). School meals. (Vehs. at present specified in C lic.)

W 5/9/13.—**G. H. C. Webb,** Falmouth, new B lic., 1 veh. (14c). Samples within Cornwall and occasionally to Plymouth.

W 5/9/14.—**B. Hattan,** Redruth, new B lic., 1 veh. (19c). Tools and spares within 30 miles.

W 5/9/15.—**R. A. B. Bayetto,** Warminster, new B lic., 1 veh. (12c). Chicks, collection of birds for post-mortem examination, catching crate for catching birds at blood test, empty crates for collection and delivery of birds at farms all within 300 miles.

Decisions

W 1/8/1.—**A. H. Gore,** Clutton, A var., add 1 veh. (7⅝t), granted.

W 11/7/4.—**G. H. Ford and Sons,** Timsbury, A var., add 2 veh. (13t) granted with normal user amended to: Mainly concrete products, within a radius of 150 miles; solid fuel mainly from railhead of non-siding connected collieries normally within a radius of 25 miles.

W 11/7/10.—**J. Parsons (Glos), Ltd.,** B var., add 1 T. (7½t). Solid fuels for Evans and Reed Coal Co., Ltd., Spencer Abbott and Co., Ltd., Darby and Co. (Birmingham), Ltd., and Andrews Bros. of Haywoods Heath within 120 miles, granted.

W 18/7/8.—**Hunt Bros. and Withers and Sons, Ltd.,** Portishead, B var., add 5 veh. (19t 12c). Goods for Central Electricity Board within 30 miles; phosphates ex Portishead within 10 miles, granted.

W 1/8/9.—**A. J. Baker (Taunton), Ltd.,** B var., add 1 veh. (3t 13c). To be used solely in replacement of any authorized veh. of the holder of this lic. which is off the road under repair or maintenance, granted.

METROPOLITAN

Applications

M 31/8/1.—**Davis Bros. (Haulage), Ltd.,** E.3, A var., add 5 veh. (50t) (Tank). Petroleum products, G.B.

M 31/8/2.—**J. R. Smith,** Tring, A var., add 1 veh. (4⅝t). Office furniture and household removals, effects and pianos, London and Home Counties and to Glasgow and Edinburgh.

M 31/8/3.—**Cornford General Supplies,** Hartley (Nr. Dartford), 1 veh. (1t 18c). Engineering, household, agric. and builders' goods, within 25 miles.

M 31/8/4.—**Cundell, Eve and Co. (Transport), Ltd.,** E.C.3, new B lic., 4 veh. (13t 14c). Cardboard and corrugated boxes for Cundell Corrugated, Ltd., within 100 miles.

M 31/8/5.—**Dell Plant Hire (Dell Engineering), Ltd.,** S.E.16, new B lic., 1 art. (6t 6c). Building and civil engineering contractors' mechanical plant, within 25 miles.

M 31/8/6.—**East Anglian Carriers, Ltd.,** E.16, new B lic., 1 veh. (3½t). To be used when vehs. specified on A and contract A lic. are withdrawn from service for maintenance, repair or overhaul.

M 31/8/7.—**R. Grace,** Brentwood, new B lic., 1 veh. (1t 7c) and 1 trl. (1¾t). Haulage and towing of caravans and small collapsible boats, England and Wales, occasional journeys to Scotland. (If granted contract A lic. will be surrendered.)

M 31/8/8.—**L. W. Folkes,** Enfield, new B lic., 1 veh. (3t 13c). Goods on behalf of Enfield Rolling Mills, Ltd., and Delta Enfield Rolled Metals, Ltd., any distance. (If granted contract A lic. will be surrendered.)

M 31/8/9.—**A. G. Kemp and A. T. Wilson,** S.W.9, new B lic., 2 T. (7t). All building mats., plant and rubbish, within 30 miles.

M 31/8/10.—**Neighbour Bros.,** N.14, new B lic., 2 T. (7½t). Demolition mats., timber and earth from sites where applicants are employed as demolition contractors or tree fellers, within 25 miles.

M 31/8/11.—**F. W. Taylor,** Heston, new B lic., 1 T. (3t 14c). Tarmac mats., within 25 miles.

Planning for Profit

Prudent Use of Credit

Careful Estimation of Subsequent Operating Costs is an Essential Preliminary to Successful Hire Purchase of Commercial Vehicles

IN this series a fortnight ago the use of credit finance facilities as applied to transport was discussed. Purchase of railway wagons by private owners in this manner was undertaken a century ago and today increasing use is being made of such facilities.

The latest available statistics show that in August, 5,106 new vans and 1,026 other goods vehicles were obtained on hire-purchase. This compares with the corresponding figures of 3,300 and 970 in August, 1960. For the first eight months of this year, ending August 31, 48,906 new vans and 10,099 other goods vehicles were purchased in this manner, as were also 686 passenger vehicles. Inclusive of both new and used commercial vehicles, a total of 155,490 were bought on hire-purchase during the same period.

As with any other service or facility, hire-purchase can be wrongly used. But such instances should not be allowed to discount the known advantages when this facility is rightly applied. In these days of frequent changes in bank and other rates of interest, it is a valuable assurance to an operator to know that once a hire-purchase contract has been agreed, the terms, including the interest rates, cannot be altered, even though other rates of interest may be raised during that period.

In addition to providing the opportunity to acquire vehicles without first having the capital resources to purchase outright, even where such do exist, it might be found more convenient to employ them for other and more profitable purposes. Also, in addition to having the reassurance of stable interest rates, the purchaser has the knowledge that whatever change may take place in the national economy during the period of the hire-purchase agreement, he cannot be asked to pay off the whole of the balance outstanding at short notice. This situation could, however, arise under conditions such as the recent credit squeeze if money had been borrowed for the same purpose from sources other than the finance houses.

IN giving guidance on the wise use of hire purchase, particularly in its employment by industry or commerce, the finance houses themselves give the following advice. The facility should generally be applied to goods which can be readily identified, as would be the case with a commercial vehicle. Moreover any goods or equipment purchased in this manner should have a useful life greater than the period of the hire-purchase agreement.

Similarly, the market value of a vehicle so purchased should be greater than the amount currently owed under such an agreement. A pertinent point, with direct bearing on the division of operating costs as between immediate and deferred expenditure, is that a vehicle so acquired should have a high-earning potential from the outset, so that it can earn sufficient to pay off the hire-purchase debt over the period of the agreement.

Following the Chancellor's "Little Budget" announced on July 25, the Bank Rate was raised from 5 per cent. to 7 per cent. after which there followed a general increase in hire-purchase rates as from August 14. Briefly it was recommended by the Finance Houses Association that whilst the legal minimum requirement remained at 20 per cent., actual deposits should be at least 25 per cent. on new vehicles and those up to three years old, and 33⅓ per cent. over that age. Similarly, the recommended maximum interest charges on the remaining balance were raised to 10 per cent. for new vehicles, 11 per cent. up to three years old and 13 per cent. over that age. These rates, however, are the recommended maxima and the actual rate at present being charged by some large finance houses is 8½ per cent. on loans on new vehicles and 10½ per cent. on used vehicles up to three years old.

As an example of the manner in which the likely operating costs of a proposed new vehicle should be estimated and then assessed alongside corresponding hire-purchase commitments, I give the following calculations. The vehicle to be used is a rigid 5-ton platform vehicle, fitted with an oil engine. This has been chosen as the type of vehicle with which a newcomer might well enter into haulage with the assistance of hire-purchase facilities.

Taking an average figure for several makes of vehicle in this range, the initial outlay will be reckoned at £1,316. The unladen weight is estimated to be 2 tons 17 cwt., with a resulting annual licence duty of £42. Assuming a 50-week year, so allowing for two weeks when the vehicle may be off the road for major overhaul or driver's holidays, the weekly standing cost in respect of licences becomes 17s. 8d., inclusive of a small addition on account of the carrier's licence fee.

Although it is appreciated that in this particular instance the driver may be self-employed, it will be assumed that the total cost of wages, inclusive of insurance contributions, amounts to £9 14s. 10d. a week. This is based on the minimum remuneration payable to a driver based in a Grade 1 area as defined by the Road Haulage Wages Regulations R.H.(70). These regulations, incidentally, still apply although the new proposals R.H.(71) are under review.

RENT and rates in respect of garaging the vehicle are nominally reckoned to cost 11s. 10d. a week, whilst comprehensive insurance cover for the vehicle incurs an annual premium of £102 12s. This is equivalent to £2 1s. 1d. a week, whilst interest charged at a nominal rate of 5 per cent. on the initial outlay of £1,316, adds £1 6s. 4d. a week. This results in a total of £14 11s. 9d. a week for the five items of standing costs. Reckoning 600 miles a week as a fair average for this type of vehicle, the standing cost per mile would then be 5.83d.

Assuming fuel oil were purchased in bulk at 4s. 1¾d. a gallon (which amount includes the recent tax addition of 3d. a gallon following the Chancellor's "Little Budget") and a rate of consumption of 18 m.p.g. were achieved, the fuel cost per mile would be 2.76d. Lubricants are reckoned to cost 0.24d. and tyres 1.26d. per mile. This latter figure is based on a cost per set of £158 and an estimated mileage life of 30,000.

Maintenance inclusive of washing and servicing is calculated to cost 2.10d. and depreciation 1.64d. a mile. This is on the assumption of an estimated vehicle life of 150,000 miles. In order to obtain the amount to be written off, the equivalent cost of the original set of tyres is first deducted from the initial cost of the vehicle, followed by a further deduction of the amount reckoned as the ultimate residual value—10 per cent. in this instance.

The total for these five items of running costs is thus 8.00d. which, when added to the standing cost, gives a total operating cost of 13.83d. a mile. On the basis of the agreed average weekly mileage of 600, the corresponding running costs per week would be:—Fuel £6 18s., lubricants 12s., tyres £3 3s., maintenance £5 5s., and depreciation £4 2s., thus making the total £20. The total operating cost for the week would then be £34 11s. 9d.

Although the total cost of operating a vehicle can be divided into the 10 items just enumerated, it will be appreciated that the actual expenditure will not be incurred simultaneously in respect of all the items, or even consistently on any one item. As a convenient generalization, and as an alternative to the division of expenditure into standing and running costs, this can also be divided into current and periodic expenditure.

(*Continued on page* 231)

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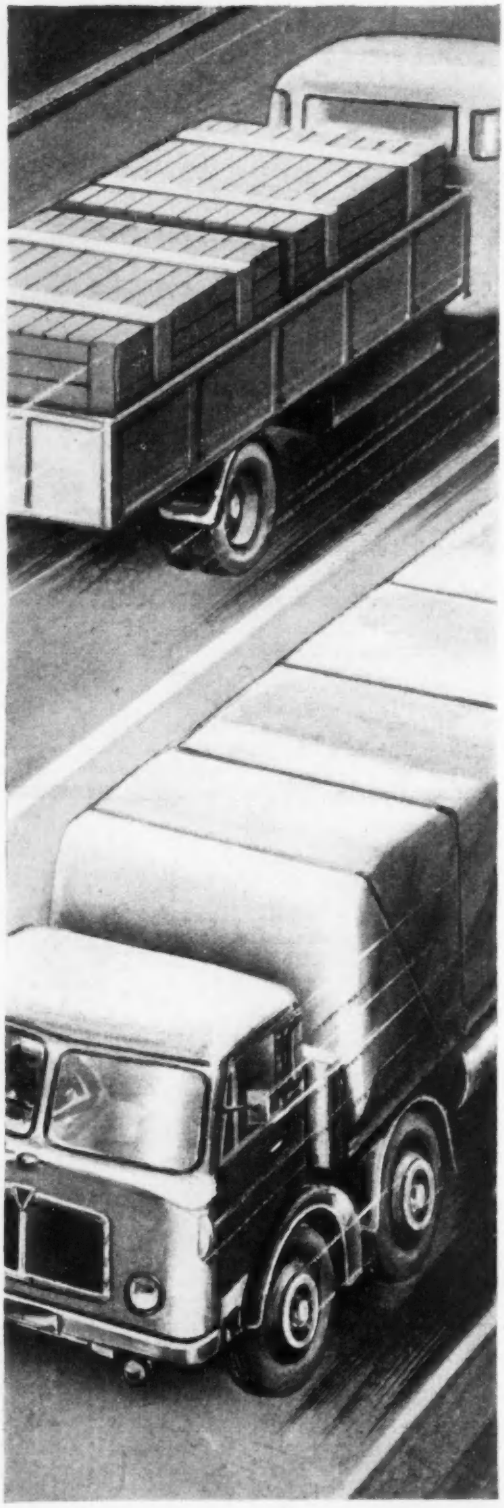

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BM1

B56

Dealing first with the standing costs in this manner, licences would normally be dealt with annually so that the equivalent cost of 17s. 8d. a week already calculated would not have to be met for some considerable time once a new vehicle had been put on the road. Wages, however, would have to be paid currently and it will be assumed in this instance that garage rent is similarly dealt with. Insurance premiums, however, will be in the same category as licences, whilst it will be assumed that interest charges will be in the same category. As a result, the total standing cost of £14 11s. 9d. can be divided into current expenditure of £10 6s. 8d. a week, whilst the balance, equivalent to £4 5s. 1d., would have to be met at some later date, possibly annually.

Similarly, running costs can also be separated in this manner. Both fuel and lubricants would involve immediate expenditure. With an increasing mileage life being obtained from modern tyres, however, it might be some considerable time before any expenditure would be normally incurred on this account, and this item will be allocated accordingly. For the purpose of operating costs, the term "maintenance" is used in a comprehensive sense to include washing, servicing and subsequent major repairs. As a result some expenditure under the heading of maintenance will be incurred currently and will be here nominally reckoned at £1 a week, the balance—equivalent to £4 5s. a week—being deemed a periodic cost.

The cost of depreciation will obviously also be a periodic expenditure. As a result, £8 10s. of running costs can be considered to be current expenditure, giving a total of £18 16s. 8d. as that proportion of the operating cost which has to be met weekly. The balance of £15 15s. 1d. (equivalent to 45.55 per cent.) will be the expenditure incurred at a later date.

Assuming this 5-tonner was acquired today on hire purchase at current rates of interest charges, an initial deposit of 25 per cent. would leave a balance of approximately £987 to be paid off. At a rate of 8½ per cent. as applicable to new vehicles, the interest charge per year would be £84 (to the nearest pound). If, in the first instance, this balance were paid off in one year, the equivalent weekly payment (still on the basis of a 50-week year) would be approximately £21 8s.

Alternatively, if the agreement was for a period of two years a second £84 interest charge per year would be incurred, making the balance to be paid off £1,155. This amount, however, would now be divided by 100, giving an equivalent weekly payment of approximately £11 11s. It will be noted that the estimated proportion of operating costs on which actual expenditure will be deferred, namely £15 15s. 1d., lies approximately mid-way between the two alternative weekly hire-purchase payments of £21 8s. and £11 11s.

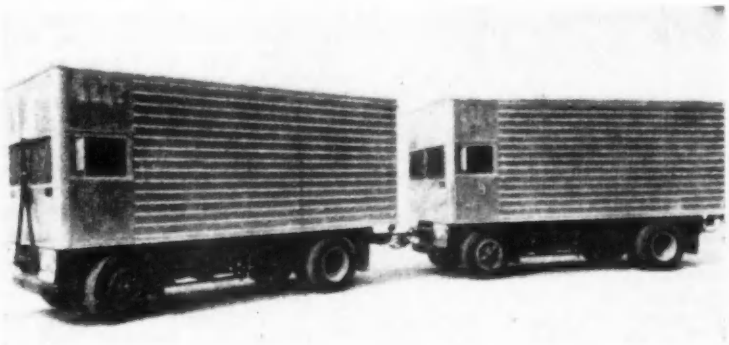
If it is fully appreciated by the operator that, although deferred, this proportion of operating cost will eventually have to be met, then this interim period can be prudently used to meet most if not all of the hire-purchase payments. As said earlier, however, this presupposes that any equipment obtained for commercial use on hire purchase has a high earning potential, which in the case of a commercial vehicle means adequate profitable traffic.

S.B.

American Powered-trailer Train

DRAWBAR trailers with their own engines and transmissions which can operate singly, in pairs or in trains of three or four units. Fantasy? By no means, for such vehicles were described recently to the American Society of Automotive Engineers by the designer, Mr. L. J. Wolf of the St. Louis Car Co.

This new type of vehicle is known as the Wolfwagon and has been in course of development for several years. In appearance each unit is like a box-van independent trailer, but here the similarity ends. The forward part of the "box" forms a driving cab, whilst there is a power pack consisting of engine, radiator, gearbox and transmission brake which can be either mounted amidships below the floor or located above the front axle. This drives into the rear axle.



A pair of Wolfwagon powered trailers. One is acting as the tractor, while the other is being towed.

Each unit has a conventional A-type drawbar, and this is isolated and stowed vertically against the front of the cab when the Wolfwagon is travelling solo or when it is being used as the leading vehicle of a train. Any unit can be used as a leading or trailing component, and the controls are carried from unit to unit through quick-acting couplings. These controls consist of a throttle hose for controlling the engines of the trailing vehicles, and a hose through which gear changes are effected when conventional gearboxes are used, or through which the "hill-retarder" section of an Allison Torqmatic automatic transmission can be applied. There are also conventional brake hose and lighting connections.

The throttle is controlled through a sensing valve in the leading unit and a vacuum pump driven by the engine of the towed unit. The sensing valve determines the throttle opening required by the leading unit, and this is signalled to the towed unit so that its throttle will open in direct proportion to road speed and load. If a towed unit should break away the throttle shuts automatically.

If the engine in one unit of the train should fail the remaining engines continue to run, and either engine of a two-unit combination can propel the pair: for example, should the leading engine fail the rear engine supplies more driving power automatically.

The power pack is attached to the unit by six bolts only and the pack can be replaced in 30 minutes, it is claimed. Diesel or petrol engines may be fitted, and tests carried out show that two 240-cu.-in. petrol engines can provide more power throughout the entire load-speed range than a single 500-cu.-in. unit, and under full-power conditions this means an improvement in fuel consumption.

Several sizes of Wolfwagon are projected, with front-axle capacities ranging from 8,000 lbs. upwards and rear axles from 16,000 lbs. Tandem-axle versions can be produced, and a pair of six-wheeled Wolfwagons could operate at a gross train weight of 40 tons.

Interesting Injection System

PATENT No. 870,383 shows an injection pump in which the main plunger is cam-driven but the actual injection is performed by a second plunger, hydraulically coupled to the first. (P. Bessiere, 55 Boulevard du Commandant Charcot, Neuilly-sur-Seine, France.)

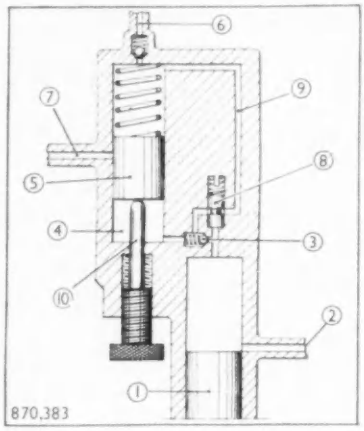
In the drawing the main cam-operated plunger is shown at 1. This draws in fuel from the port (2) and, on the upstroke, discharges it via a ball-valve (3) into a cylindrical space (4).

This contains a free plunger (5) loaded by a spring. When forced up by the pressure under it, the plunger delivers the injection charge from the outlet (6) until a spill port (7) is uncovered.

On the downstroke, the fuel under the plunger is transferred via a spring-loaded valve (8) and port (9) to the top space, the plunger descending until arrested by a stop pin (10).

The pin is the regulating member; by adjusting its height the charge can be varied. Though shown as a screw, it would normally be moved by the governor mechanism.

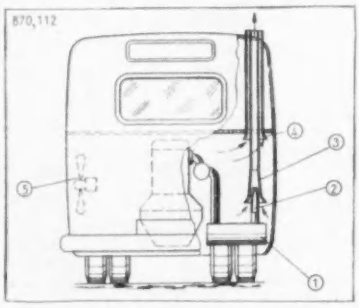
The patent also describes a modified version for use with other fuels, such as petrol.



EXHAUST PIPE COOLING

A SCHEME for cooling the gases in a vertical exhaust system before they leave the exhaust pipe is shown in patent No. 870,112. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

The drawing shows a rear-engined bus with a vertical exhaust pipe. The gases



go through the silencer (1) and out of a nozzle (2) located inside the flared end of a second pipe (3). The result is to create an ejector-like action and mix the gases with air drawn from the engine compartment so that they are cooled.

Where the pipe goes through the vehicle body, it is encased in a duct (4). This has a flared opening in the engine compartment and, as the compartment is slightly pressurized by the fan (5), air is forced between the exhaust pipe and the duct. In addition to cooling the exhaust gases still more, this air also acts as a heat insulator.

LIQUID-COOLED DISC BRAKE

A HEAVY-DUTY brake mechanism, provided with a cooling system is shown in patent No. 870,103. (R. Sanford and others, Great Hill Road, Seymour, Conn., U.S.A.)

Referring to the drawing, the wheel hub (1) is provided with a friction facing (2). The fixed backplate (3) contains an annular channel in which slides a ring-shaped piston (4). This is fitted with a friction disc (5) which is moved towards the face of the hub by pressure on the back of the piston.

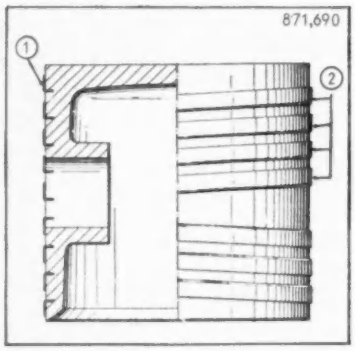
The piston is made hollow and coolant is continually circulated through it via the pipes (6). To permit the sliding movement without loss of coolant, the pipes are fitted with sealing rings (7).

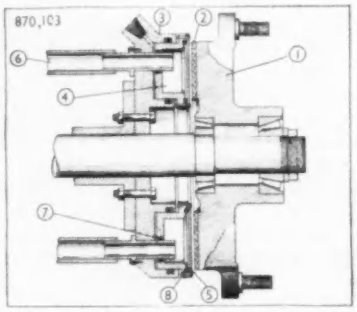
A feature of the patent is that the sealing rings (8) of the friction disc are arranged so that at least part of them is cooled.

HELICAL PISTON RINGS

PISTON rings of the "bearer" type form the subject of patent No. 871,690; this defines a bearer ring as one which spaces the piston away from the cylinder and takes all the side thrusts. Such a ring should have a large area, and in the present scheme this is achieved by making the rings helical. (Cross Manufacturing Co. (1938), Ltd., 33 Midford Road, Combe Down, Bath.)

The drawing shows a piston with two

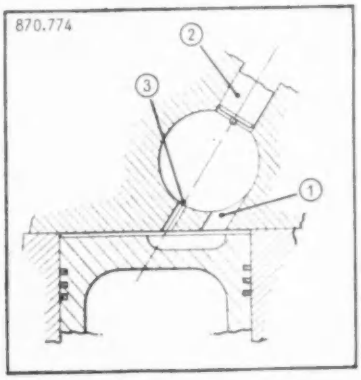




such rings in position. They are of L-section, as shown at 1, and each has four or five complete turns (2) around the piston. The grooves in the piston are very narrow and are helical. Spring steel is the material used for the rings, and they may be used alone or in conjunction with conventional sealing and scraper rings. References are made to earlier patents numbered 415,322, 651,618, 784,889 and 841,975.

SMALL ENGINE DESIGN

PATENT No. 870,774 refers to diesel engines having a bore of 4 in. or less and deals with the design of the combustion chamber. The patent states that in these small engines good power output usually means poor starting characteristics and vice versa. The scheme shown

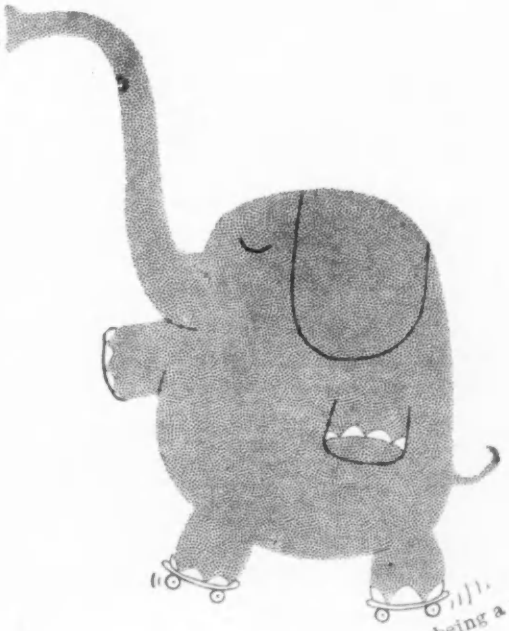


is intended to satisfy both requirements. (Y. Yamaoka, 84 Shimokamo-Tadekuracho, Sakyo-ku, Kyoto, Japan.)

The drawing shows a spherical combustion chamber located in the cylinder head. The air charge enters via a main tangential passage (1). Positioned diametrically opposite the nozzle (2) is a small-bore auxiliary passage (3) leading directly into the main combustion space in the piston crown.

The inventor admits that the reason for the improvement in starting is not completely clear, but claims that tests made, with and without the auxiliary passage but otherwise with identical units, leave no doubt as to the efficacy of the scheme.

I'M A BULKMOBILE



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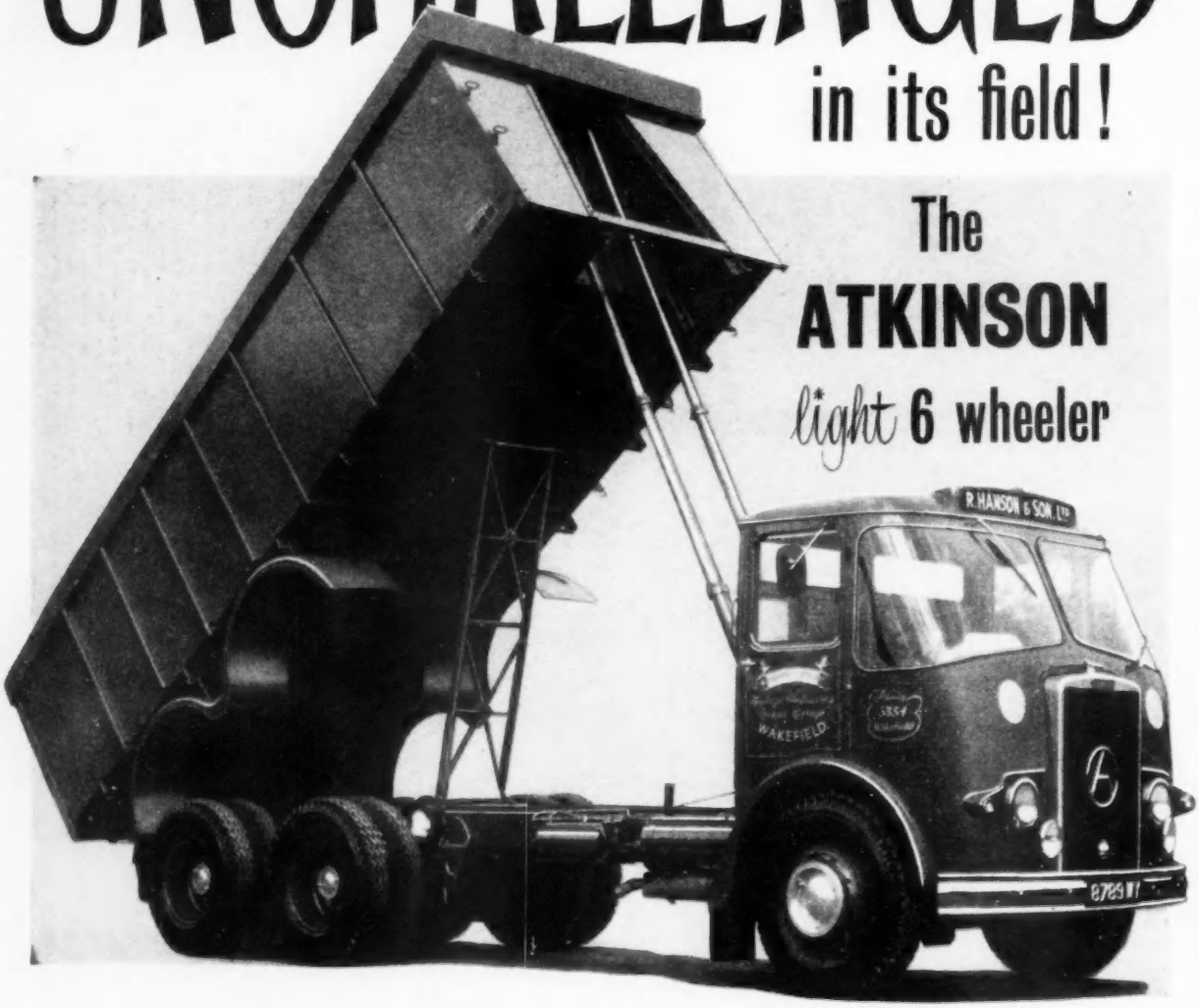

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LONDON, N.W.5.
Gulliver 5555. 926-315

WELCH'S GARAGE (STAPLEFORD), LTD

1959 BEDFORD 15-cwt. van, new tyres, will paint to customer's choice of colour, small mileage and no dents, £265.
1956 BEDFORD A-type 5-ton long-wheelbase, P6 engine, fixed-side steel tipping body, £275.
1956 BEDFORD 7-ton long-wheelbase S-type, petrol engine, standard drop-sided body, £200.
1955 BEDFORD 7-ton short-wheelbase S-type, petrol engine, steel tipper, £200.

LONDON ROAD, STAPLEFORD, CAMBS.
Phone, Shelford 3017. 926-504

1958 BEDFORD (petrol) 5-ton forward-control platform truck (two), from £450.

NEW BEDFORD TK TIPPERS,
120-IN. AND 151-IN. WHEELBASE,
AVAILABLE FOR IMMEDIATE DELIVERY.

BARTON MOTORS (PRESTON), LTD.,
PRESTON.
Preston 4664. 926-251

1957 6-ton short-wheelbase (normal control) petrol tipper, 6-cu.-yd. drop-side body, very clean, £525. A. W. Watkin, Ltd., Biggleswade. Phone 2021-4. 926-284

HUNTER VEHICLES, LTD.,
CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1956 BEDFORD 25-cwt. van, petrol, one owner.
1956 BEDFORD 5-ton diesel boxvan, 850 cu. ft., one owner.
1957 BEDFORD 6-ton diesel truck, one owner.

IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184. 926-116

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.,
MAIN BEDFORD DEALERS.

BEDFORDS ARE OUR BUSINESS.

BOXVANS, Luton vans, pantechnicons, tippers, trucks and articulated vehicles. Special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we rely on you.

NEW BEDFORDS for immediate delivery.

NEW BEDFORD 4-ton normal-control 1,000-cu.-ft. Luton van, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7½-ton short-wheelbase tipper.

NEW BEDFORD TK 7½-ton long-wheelbase chassis-cab.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-12-ton and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

NEW BEDFORD 12-seater conversions, most models available.

1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.
1955 BEDFORD 5-ton Pb diesel long-wheelbase truck, £195.
1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £695.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, BARNET 1066.
186 EAST BARNET ROAD,
NEW BARNET.

320 KING STREET, HAMMERSMITH,
LONDON, W.6.
PHONE, RIVERSIDE 4111.
926-140

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.,
WALTHAM ABBEY,
ESSEX.
Waltham Cross 27321.

NEW BEDFORD 7-ton 120-in.-wheelbase forward-control chassis-cab, 300 diesel engine.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase 300 diesel 7-cu.-yd. Telehoist tipper (choice of three).

NEW BEDFORD 10-ton forward-control 96-in.-wheelbase tractor unit, Scammell coupling, 300 diesel.

NEW SCAMMELL 12-ton 25-ft. straight-frame semi-trailer platform.

NEW BEDFORD 6-ton normal-control 120-in.-wheelbase, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).

1949 SCAMMELL 3-ton mechanical horse, excellent condition, with new 3-ton trailer, £325.
1957 BEDFORD 7-ton platform truck, reconditioned R6 engine, 9.00 x 20 tyres, £385.
1957 BEDFORD 7-ton platform body, £365.

926-125

JESSUPS (ROMFORD), LTD.,
THE BEDFORD MAIN DEALERS,
FOR YOUR
NEW OR USED BEDFORD.

1959 BEDFORD Leyland diesel 7-cu.-yd. all-steel-bodied tipper, £825.
1954 7-ton BEDFORD diesel platform lorry, £225.
1954 8-ton BEDFORD diesel artic., fitted with Scammell coupling gear, excellent condition, £325.
1957 3-ton BEDFORD diesel truck, green, £325.

JESSUPS (ROMFORD), LTD.,
LONDON ROAD, ROMFORD, ESSEX.
Phone, Rom 42424. 926-147

CAPITAL MOTOR CO., LTD.,
REMINGTON STREET,
CITY ROAD, LONDON, N.1.
Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in.- and 102-in.-wheelbase diesel vans, ex stock.

NEW BEDFORD 15-cwt. 102-in.-wheelbase and 90-in.-wheelbase petrol vans, immediate delivery.

NEW BEDFORD 12-ton tractor unit, 350-cu.-in. engine, early delivery.

NEW BEDFORD 3-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 926-300

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORDS for immediate delivery.

CA Vans, diesel and petrol.

4-TON chassis-cab and trucks.

7-TON, all models.

1959 BEDFORD 102-in. wheelbase Kenebus, green and white, heater, £445.
1961 BEDFORD 102-in. 15-cwt. van, painted, passenger seat, taxed year, £425.
1956 BEDFORD 25-cwt. Spurling van, blue, excellent order, £280.
1956 BEDFORD 5-ton long-wheelbase truck, P6 diesel, good mechanically, repainted, £375.
1957 BEDFORD 7-ton long-wheelbase truck, R6 diesel, overhauled and repainted, £595.
1955 BEDFORD 7-ton long-wheelbase platform, Leyland Comet engine, good body, £375.
1955 BEDFORD 7-ton long-wheelbase platform, Leyland Comet engine, good tyres, £395.
1955 BEDFORD 5-ton drop-side truck, black and grey, £295.
1955 BEDFORD 3-ton van, good tyres and body, £365.
1954 BEDFORD 5-ton short-wheelbase tipper, good gear and body, good tyres, £250.
1958 BEDFORD 7-ton forward-control tipper, Leyland Comet engine, steel body, £795.
1956 BEDFORD 7-ton tipper, R6 engine, long-wheelbase body, overhauled, £495.

OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.

PLEASE note address of our additional premises:—

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HAMILTON MOTORS (LONDON), LTD.,
466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 7211. PADDINGTON 0022-8.
926-156

K.J. MOTORS, LTD.,
MAIN VAUXHALL-BEDFORD DEALERS.

1955 BEDFORD 5-cu.-yd. petrol drop-side metal tipper, one owner, choice two, £295.
1956 BEDFORD 5-cu.-yd. petrol drop-side timber tipper, one owner, £315.
1959 BEDFORD CAS and CAL vans, excellent condition, one owner, from £325.

NEW vehicles for immediate delivery.

UNUSED and unregistered Standard Atlas vans, offered at £100 under list price, works mileage only, from £325.

CA Vans, long and short wheelbase.

15-CWT. builder's truck, £530.

BEDFORD 4-ton TK chassis-cab, £940.

WIDMORE ROAD, BROMLEY.
RAVENSBOURNE 3456 (10 LINES). 926-296

1955 BEDFORD A-type, reconditioned P6, 18-ft. 6-in. 700-cu.-ft. boxvan, new tyres, £175. Edgware 2555. 926-418

1960 BEDFORD 4-ton diesel normal-control drop-side truck, 14,000 miles, £585.

DAWNIER MOTORS, LTD. Phone, Ewell 2482. 926-403

BEDFORD 15-cwt. long-wheelbase van, 1960, painted blue and unlettered.

THE RELIANCE GARAGE CO. (BRIGHOUSE), Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077. 926-482

1960 BEDFORD 7-ton (diesel) long-wheelbase truck, £700.
1956 BEDFORD diesel R6 chassis and cab, £175.
1953 BEDFORD 7-ton long-wheelbase truck, petrol, £200.

ERRINGTON, Evington, Leicester. Phone 38102-3. 926-461

BEDFORD, 1952, 5-ton long-wheelbase truck, petrol, very good chassis, body needs tidying up, £60. Price, 260 Crofton Rd., Orpington, Kent. Farnborough, Kent, 52868. 926-xA7204

1955 BEDFORD 7-ton diesel platform, £150. Sands, 40 Carlisle Lane, London, S.E.1. Waterloo 4781. 926-xA7333

E. J. BAKER AND CO. (DORKING), LTD.,
BEDFORD
MAIN DEALERS.

1959 BEDFORD tippers for sale, a fleet of 10 Model J5S (current type normal control) with 300-cu.-in. Bedford diesel engines, fitted with Anthony underfloor gears and 6-cu.-yd. Always Welding heavy-duty steel bodies, cab guards, 3/16-plate floors, fixed and dropped sides, 9.00 x 20 tyre equipment, average mileage 45,000, ready for work, £775.
1950 BEDFORD-TYPE Luton pantechnicon, 1,000 cu. ft., excellent order throughout, £175 each.

55-61 LONDON STREET,
CHERTSEY.
Chertsey 2391. 926-335

Used Goods Vehicles (contd.)

PARSONS AND PARSONS (GARAGES) LTD.

THE BEDFORD MAIN DEALERS.
FOR YOUR
NEW OR USED BEDFORD.

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE, OFFER SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS.

NEW BEDFORD 10-cwt. J.O.P. pick-up.

NEW BEDFORD 15-cwt. utility Busette, green and grey.

NEW BEDFORD 15-cwt. Calthorpe caravan, blue and cream.

7-TON TK 167-in. wheelbase, 300 diesel, chassis-cab 8.25 x 20 Michelin X tyres, 3-piece wheels.

NEW BEDFORD 10-ton forward-control tractor, 300 diesel, 5-speed gearbox, air brakes and Scammell coupling.

USED BEDFORDS.

1960 BEDFORD Marshall utility Busette CAS. £550.

1959 (Late) BEDFORD 7-ton 300 diesel, fitted Baico extension, special 21-ft. flat platform body, headboard to cab height, £800, choice of two.

1956 BEDFORD 7-ton platform, diesel, £425.

1956 BEDFORD 10-ton tractor unit, diesel, £525

1955-57 BEDFORD 15-cwt. CA vans, from £195, choice of four.

1955 BEDFORD 30-cwt. boxvan, petrol, £300.

1956 BEDFORD 30-cwt. Spurling van, £250.

PARSONS AND PARSONS (GARAGES) LTD.

HARLOW, ESSEX

Phone, Potter Street 121. 926-413

1955 BEDFORD 10-12-cwt. van, diesel engine fitted 1958, special body, newly painted, £315. Lawton Goodman 135 Cricklewood Broadway N.W.2. Gladstone 2226. 926-15

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 926-107

1953 5-ton A-type BEDFORD, petrol, £225.

E. J. BAKER AND CO. (DORKING) LTD.

Phone, Dorking 3822, ext. 19. 926-435

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 926-420

1952 BEDFORD long-wheelbase 5-ton boxvan, petrol engine, with roller-shutter back, very clean, 100% tyres, Dural body, £265.

1947 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 926-102

Bedford Wanted

BEDFORDS ALL TYPES WANTED

BEDFORDS WANTED FOR CASH

CHANDLERS MOTORS, LTD.,

71 GREENWICH SOUTH STREET,
LONDON, S.E.10.

Greenwich 2033-4. zzz-894

BEDFORDS wanted.

BEDFORDS wanted.

BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. zzz-734

B.M.C.

B.M.C. 1958 (June) 5-ton Luton van, 1,000 cu. ft., 5.1 diesel engine, exceptional machine, low mileage, carefully used, excellent tyres, £525.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham. Phone, Ast 3467. 926-57

COMPARE THE PRICE.

1959 B.M.C. 7-ton Morris diesel truck, 16-ft. hand-built, panelled drop-sided body, clean, £585.

WHIPPLES

TELEPHONE GRANTHAM 267.
AFTER HOURS 1699 OR 1455. 926-282

1959 B.M.C. 7-ton 20-ft. drop-side truck, high sides, glass-fibre cab, many extras, £895. Reigate 2263. 926-94

Used Goods Vehicles (contd.)

COMMER

1953 COMMER QX light alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-906

1958 COMMER TS3 6-wheel twin-ram tipper, air brakes, 18500 2-speed electric axle, this vehicle is being dismantled for spares, all parts available.

LANGLEY MILL COMMERCIAL VEHICLES, LTD. Langley Mill 2623. 926-205

1960 COMMER diesel 20-yd. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. Edgware 2572. 926-103

COMMER 30-cwt. coachbuilt baker's van, unregistered, cost £949, for sale at £575.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings Northern 8744. 926-129

1957 COMMER TS3 7-ton tipper, 9.00 x 20 tyres, helper springs, wood body, £425.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 926-161

COMMER 7-ton long-wheelbase 1959 TS3 alloy U-shaped tipper, small mileage, £660.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Vic 4933. 926-207

1960 COMMER TS3 diesel 7-ton long-wheelbase tipper, Edbro double-ram gear, 15-ft. 6-in. body with 4-ft. fixed sides, a first-class machine, £875. A. and L. Vehicles Supply Co., Gravel Lane, Salford. Phone, Manchester, Blackfriars 1511. 926-264

1959 COMMER TS3 Unipower 6-wheel tipper, double ram gear, 17-ft. body with drop sides, 5-speed box and air brakes, 9.00 x 20 tyres all round, a first-class machine, £875.

1960 Model TS3 short-wheelbase tipper, 5-speed box and air brakes, underfloor gear and wood body, £725.

RUSHTON GARAGE, 110 Leeds Old Rd., Bradford, Yorks. Phone 65527 (day); after hours, Shipley 56925. 926-266

1960 (Late) COMMER Unipower 6-wheeler with 24-ft. platform body, air brakes, heater and other extras, low mileage, £1,275.

1960 (Late) COMMER TS3 10-yd. tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc., £925.

1958 COMMER TS3 6-wheeler, 22-ft. drop-sided body, air brakes, heater, etc., in excellent running order, £750.

1958 COMMER TS3 4-wheeler, 18-ft. alloy platform body, air brakes, heater, etc., in excellent running order, £550.

ALSO a number of other good COMMERS in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 926-272

1960 TS3 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567. 926-355

COMMER 1955 TS3 articulated unit, complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS3 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2-ft. 6-in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth. Phone, Tam 1396-7. 926-374

Commer Wanted

COMMER 30-cwt. vans, low mileage, petrol. Phone Swadlincote 7515. 926-x7037

DENNIS

1952 (Late) DENNIS Jubilant 6-wheel platform lorry, double drive, ready for work, £250 o.n.o. Oswald Tillotson, Ltd., Summit Works, Burnley. Phone 2201-4. 926-521

DODGE

1956 Kew 7-ton long-wheelbase drop-side DODGE lorry, fitted R6 (recent replacement), 5-speed gearbox and Eaton 2-speed rear axle, on 9.00 x 20 tyres, good runner, £350.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 926-208

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY
N.W.2.
Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel, every facility. 926-118

DODGE 1955 7-ton model 146AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £295.

ROWBERRY'S GARAGE, Oxhill Rd., Handsworth, Birmingham. Northern 3539. 926-195

1957 DODGE 103 AP6 6-ton diesel tipper, 9.00 x 20 tyres, heavy duty, 2-speed axle, helper springs, etc., £495.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 926-162

1954 DODGE 7-ton diesel long-wheelbase drop-side truck, 5-speed box, good all round condition, bargain at £295.

A. W. WATKIN, LTD., Biggleswade. Phone 2021-4. 926-286

Used Goods Vehicles (contd.)

COX'S MOTORS (HILL TOP), LTD.,

1960. November, DODGE 6-wheel long-wheelbase drop-side tipper, Boys conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

1960. November, DODGE 6-wheel long-wheelbase drop-side tipper, Primrose twin-steer conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

TERMS AND EXCHANGES ARRANGED

COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP,
WEST BROMWICH.
Phone, Wednesbury 0470 and 1047. 926-187

DODGE DISTRIBUTORS

for
GLOUCESTER, HEREFORDSHIRE, WILTSHIRE

H. R. WILSON-SCOTT, LTD.,

MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED. 926-365

E.R.F.

1952 E.R.F. tractor, fifth-pin B.T.C. coupling, 6LW Gardner, 5-speed box, double-reduction back axle, 2-line air brakes, very clean, £525.

LANGLEY MILL COMMERCIAL VEHICLES, LTD. Langley Mill 2623. 926-206

1958 E.R.F. twin-steering 6-wheeler, 5LW Gardner, latest de luxe cab, automatic greaser, platform body, one owner, fully recommended, unladen weight 4 tons 19 cwt.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 926-191

E.R.F. 4LW, 5-speed box, 20-ft. platform, £110. Horley 4536. 926-379

TWO 1960 E.R.F. 8-wheelers, air brakes, alloy bodies, flat wood decks, immaculate 1957 TS3 artic., Hands 25-ft. trailer, air brakes, new cab, chassis recent, engine exceptional. Evans Garages, 12 Cardiff Rd., Newport, Mon. 62663. 926-367

1949. 5LW, 18-ft. platform, £250. 1943, 5LW, 18-ft. platform, £100. F. Snelling, Copthorne Bank near Crawley. 927-xA7347

FODEN

TWO 1948 FODEN, 18-ft. flat bodies, good tyres, 4LW, C-licence operator, flat-front cabs, smart condition, £325. Edgware 2572. 926-99

1956 FODEN 2-stroke 8-wheel tipper, in very good working order, £1,600. Hamblins Garage, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3. 926-178

FODEN 6-wheeler, double-drive tipper, 6LW Gardner, 6450.

WALTER WALKER (ECCLESFIELD), LTD., 238 The Common, Ecclesfield 3667. 926-481

FORD THAMES AND FORDSON

1959 FORD Traders, two only, 7-tonners, 9.00 x 20 tyres, 18-ft. bodies, long-wheelbase, one owner only, carefully driven, regularly maintained, first-class condition, £685 and £620, offers considered. Commercial Sales, 236 Alum Rock Rd., Birmingham, 8. East 3046. 926-xC7001

FORD 4-5-ton, 4D diesel, Baico extension, new gearbox, flywheel, clutch, brakes relined, immaculate, 1958, £475; offers invited. Also 1952 Thames 7V, P6 engine, short-wheelbase steel fixed-sided tipper, £185; offers. Commercial Sales, 236 Alum Rock Rd., Birmingham, 8. East 3046. 926-xB7001

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1956 Thames 3-4-ton chassis-cab, diesel, one owner.

1956 Thames 3-4-ton boxvan, diesel, one owner.

1956 Thames 3-4-ton truck, diesel, one owner.

IMMEDIATE DELIVERY

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184. 926-117

1960 Trader County 6-wheeler twin-ram tipper, modified brakes, 11 new 9.00 x 20 14-ply tyres fitted, wood body, approximate 20 cu. yd., excellent machine, bargain price. Below.

1960 Trader (August) short-wheelbase 7-ton U-shaped body tipper, 9.00 x 20 tyres, 3-piece wheels, heater, Hydrovac brakes, clean machine, low mileage, quick sale, £675.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham. Phone, Ast 3467. 926-56

Used Goods Vehicles (contd.)

1959 FORD 7-cwt. van, grey, one owner, 9,000 miles only, £295. Trinity Cars, Ltd., 94 North Side, Wandsworth Common, London, S.W.18. Vandyke 1166. 926-72

1956 FORDSON 4D 2-ton, special coachbuilt body, translucent roof, new paintwork, £150. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 926-14

1958, December, THAMES Trader 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, all extras, £650. Furrows, Ltd., Coton Hill, Shrewsbury. Phone, Shrewsbury 3631. 927-6393

GATES OF WOODFORD,
MAIN FORD DEALERS.
CHIGWELL ROAD,
WOODFORD GREEN.
Wanstead 6633

1960 Trader, 6-wheel, double-drive platform, power steering, air brakes, etc., etc., £1,875.
1960 Trader 8-cu.-yd. tipper, Edbro front ram, excellent condition, £950.
GOOD selection of Thames Trader 5- and 7-ton trucks and platforms from £400. 926-324

TRADER 2-ton screw tipper, 8,000 miles only, petrol engine, unmarked, £450.
1958 Trader 6D 1,500-cu.-ft. Luton van.
MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744. 926-128

GILBERT RICE, LTD., FORD Dealers. See our displayed advertisement on page 36. 926-137

1957 FORD 4D normal-control 4-5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180. Below.
1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. Barnet 8066, 9 a.m. to 6 p.m. 926-141

GORDON KING MOTORS, LTD.,
FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,220.
TRADER 4D diesel 4-ton low-frame chassis fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.
1955 THAMES 4 diesel pantechnicon, recently reconditioned engine, £175.
ALSO a selection of THAMES 5- and 7-cwt. vans always available.
MITCHAM LANE, S.W.16. Streatham 3133-4. 926-309

1960 Thames Trader 7-ton, 108-in. wheelbase chassis-cab, fitted with 9.00 x 20 tyres, 33,000 miles only, £525.
1960 Thames Trader 7-ton, 108-in.-wheelbase chassis-cab, fitted with Anthony hoist drop-side body and tipping gear, £695. Mears Motors, Ltd., 284 Upper Richmond Rd. West, East Sheen, S.W.14. Prospect 2235. 926-88

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572. 926-101

1959 THAMES Trader 7-ton, Anthony hoist tipper gear, guaranteed, £725. Arnold 2771. 926-108
1959 FORD Trader diesel 7-ton tipper (rebuilt as new), medium wheelbase, steel body, repainted blue, for sale at £645 to clear.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 926-192

COOMBS SERVICE STATION (GUILDFORD),
LTD.,
BY-PASS ROAD, GUILDFORD.
FOR ALL
FORD TRADER INQUIRIES.
PLEASE PHONE, GUILDFORD 62962. 926-381

1957, October, 4D Trader Luton van, approximately 1,000 cu. ft. capacity, on 7.50 x 20 tyres, little worn, body painted green and unwritten, low mileage and in excellent condition throughout, carrying light clean loads only, £650.
1957 4D (normal control) 4-ton (heavy duty) long-wheelbase platform truck, £350.
A. W. WATKIN, LTD., Biggleswade. Phone 2021-4. 926-285

1960 THAMES Trader 6D diesel 7-ton long-wheelbase double-ram tipper, all steel, 12-ft. double drop-side body, 9.00 x 20 tyres, one owner from new, £750.
RUSHTON GARAGE, 110 Leeds Old Road, Bradford, Yorks. Phone 65527 (day), after hours Shipley 5925. 926-265

1957 FORD 4D, in marvellous condition, £195. 95 Woodhouse Rd., Sheffield 29139, 399529. 926-243

FORD Thames Trader 1957 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.
FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.
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1959 Thames Trader 3-ton boxvan, three-way loader, immaculate, £625.
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1958 FORD Trader 4D Luton van, £425.
1957 FORD Thames 4D tipper, steel drop-side body, £260.
1956 Thames 4D steel drop-side tipper, £275.
1955 FORD Thames P6 boxvan, choice of two, £135.
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PHONE, SANDIACRE 12234. 926-372

1959 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.
CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 926-301

1960 7-ton FORD THAMES Trader, 18-ft. wooden drop-side body, 9.00 x 20 tyres, very low mileage, extremely clean, £775. Phone, Stepney Green 5522. 926-333

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1960 GUY Invincible, Gardner LX engine, 6-speed gearbox, air brakes, double drive, 24-ft. platform, power steering, 22,000 miles, £3,450.
DAWNIER MOTORS, LTD. Phone, Ewell 2382. 926-404

1954 GUY Otter, P6 reconditioned engine, alloy platform. F. Snelling, Copthorne Bank, near Crawley. 927-XB7347

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1956 Comet long-wheelbase platform, £450.
1955 Comet long-wheelbase forward control, 2-speed axle, £525.
1947 Octopus long-wheelbase platform, choice of three from £275.
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1960 LEYLAND Super Comet, long-wheelbase platform lorry with 23-ft. body, 6-speed box, air brakes, very low mileage, in excellent order, £1,450.
1958 LEYLAND Comet, articulated unit, 6-speed box, Scammell coupling, in first-class order, £750; also similar Leyland Comet units with S.A.E. coupling.
1956 LEYLAND Octopus 8-wheel platform lorry, double drive, air brakes, £1,100.
1956 LEYLAND Hippo 6-wheel drop-sided lorry, double drive, air brakes, £850.
1950 LEYLAND Octopus 8-wheel boxvan, double drive, in very good order, £650. Also other good Leylands.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 926-280

1955 LEYLAND Comet forward-control platform truck, good condition, £475.
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1950 LEYLAND 8-wheeler, double drive, 600 engine, perfect, £400.
PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Vandyke 6188. 926-336

LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good clean condition.
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1959 LEYLAND Super Comet tractor units, air brakes, 2-speed axle, fifth-wheel coupling, choice of three.
OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4. 926-520

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1959 Morris LDO2 30-cwt. diesel van in primer, excellent order, £365; 1958 Morris LDO2 30-cwt. diesel van, reconditioned engine, 18,000 miles, £345; 1959 (November) Morris J2 12-cwt. van, unwritten, £270; 1958 Morris J2 12-cwt. van, £230. Gemini Garages, Ltd., Southwick (Sussex) 3756. 926-x7152

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1959 SEDDON tractor unit, R6 engine, Carrimore low-loading trailer.
1959 SEDDON tractor unit, model S.D.4-T.C. Cummings engine, fifth-wheel coupling.
1958 SEDDON 4LW engine, 5-speed—2-speed axle, 18-ft. 6-in. platform body.

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1950 MAUDSLAY 8-wheeler tipper, 9.6 engine, double drive.
1956 GUY Otter tipper, alloy body, P6 engine.
1947 BEDFORD 29-seater bus.
1957 BEDFORD S-type, Leyland Comet O350 engine.
1958 GUY Warrior tipper, Meadows engine; choice of three.
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1960 12-seater light bus, Wickham blue, diesel engine, one owner, in perfect body and mechanical condition, £675.
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1953 SEDDON Mk. 5L medium-wheelbase, all-alloy drop-side truck, Perkins P6 engine, 5-speed box, well tyred, one owner, £350.
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1959 BEDFORD standard long-wheelbase drop-side truck, Leyland engine, well tyred all round, one owner, £700.
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1957 SEDDON long-wheelbase, flat-platform truck, Perkins P6 engine, Eaton axle, cab heater, well tyred all round, one owner, £625.

TIPPERS.

1960 DODGE 3123AP 6-cu.-yd. twin-ram tipper, Perkins 305 engine, Eaton axle, 9.00 x 20 tyres, owner driven from new, £1,250.
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1959 BEDFORD standard 7-ton tipper, one owner, clean truck, reasonably well tyred, £695.
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1958 Thames Trader 4-cylinder diesel 5-ton long-wheelbase drop-side truck, £525.
1957 BEDFORD 300 diesel 7-ton long-wheelbase platform truck, £550.
1956 B.M.C. diesel 7-ton platform truck, £300.
1953 FORD Thames diesel 4-ton long-wheelbase platform truck, £225.
1953 LEYLAND Comet diesel 7-ton long-wheelbase tipper, £400.
1954 AUSTIN diesel 2-3-ton platform truck, £200.
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1957 BEDFORD 5-ton petrol truck (at Cardiff).
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1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 ALBION Chieftain, 16-ft. wooden platform.
1956 COMMER 5-ton normal-control petrol 14-ft. double-drop-side truck.
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1955 E.R.F. 8-ton 16-ft. double-drop-side truck.

TIPPERS.

1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side body.
1957 ALBION Clydesdale steel-body fixed-side tipper (at Cardiff).
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

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1953 BEDFORD diesel 5-ton normal-control with 840-cu.-ft. box body.
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1953 AUSTIN 3-ton 600-cu.-ft. Luton.
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1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.
1955 FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.
1957 BEDFORD S-type tractor unit, Leyland engine, fifth-wheel coupling.
1959 DODGE 6-wheel tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.
1960 Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.
1959 GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.
1958 (Late) GUY Invincible, twin steer, 6LW engine, 5-speed, air brakes, 22-ft. platform body.
1952 DENNIS Jubilant, 6-cylinder diesel engine, 5-speed double drive, 24-ft. platform body.
1953 ATKINSON short-wheelbase twin-steer tipper, 5LW, 12-ft. 6-in. tipping body.
1948 SEDDON, Perkins P6 engine, 5-speed, 17-ft. 6-in. alloy platform body.
1956 ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.
1956 GUY Warrior short-wheelbase tipper, Meadows engine, 2-speed axle.
1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
1959 COMMER TS3 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.
1960 ALBION Chieftain, Albion engine, automatic lubrication, 20-ft. platform body.
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1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed, Boys axle, 21-ft. platform body.
1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.
1958 GUY Invincible, Meadows 10-litre engine, air brakes, double drive, 24-ft. 6-in. platform body.
1960 SEDDON 6-wheel tipper, Leyland engine, York trailing axle, alloy tipping body.
1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.
1960 A.E.C. Mercury, 7.75 engine, air brakes, 21-ft. wooden platform body, choice of three.
1959 B.M.C. 7-ton medium-wheelbase tipper, choice of two.
1960 A.E.C. Mercury tractor unit, fifth-wheel coupling.
CHOICE of several alloy van bodies suitable for the bottling trade.

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1954 BEDFORD articulated unit, petrol engine, Tasker coupling.
1951 BEDFORD articulated unit, reconditioned P6 engine, Scammell coupling.
1954 AUSTIN articulated unit, P6 engine, nominal mileage, Scammell coupling.
1958 B.M.C. heavy-duty scow-end dump truck, reconditioned throughout.
1955 FORD 4D cattle truck, very clean, mechanically sound.
1953 Ex-W.D. FODEN, 4-wheel drive, twin rear, 10-cu.-yd. metal body tipper. 926-44

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1959 BEDFORD 7-ton J-type, 6-cu.-yd. steel fixed-sided body.
1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-sided tipper, P6.
1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-sided tipper, petrol.
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.
1958 FORD 5-ton H.D. 6D, 6-cu.-yd. steel drop-sided tipper.
1958 LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-sided tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. drop-sided tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 4-ft. timber drop-sided tipper.
1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber, fixed sides.
1958 LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber drop-side.
1959 ALBION Clydesdale with York third axle and Leyland O.375 engine, 19-ft. by 3-ft. timber drop-side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop-side.
1958 LEYLAND Comet Model ECOS2/R, long-wheelbase 15-ft. by 2-ft. timber drop-side.
1957 COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.
1956 MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side.
1955 SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed sides.

PLATFORM.

1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver, 22-ft. timber platform.
1958 ALBION Chieftain, 18-ft. timber drop-side.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.
1956 BEDFORD 7-ton, R6, 16-ft. timber flat.
1956 BEDFORD 5-ton, P6, 16-ft. timber flat.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
1952 E.R.F., 6LW, 24-ft. timber drop-side.
1957 LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.
1953 THORNYCROFT 7-ton 18-ft. timber drop-side.
1957 COMMER TS3, 19-ft. timber drop-side.
1956 COMMER TS3, 16-ft. 6-in. timber drop-side.
1958 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.
1956 DODGE 6-ton, P6, 17-ft. timber flat.
1955 DODGE 6-ton P6, 16-ft. timber drop-side.
1954 DODGE 6-ton, P6, 17-ft. timber flat.
1957 FORD Thames, 4D, 16-ft. 6-in. timber drop-side.
1957 BEDFORD 7-ton Comet engine, 16-ft. timber drop-side.
1957 LEYLAND Comet, Model ECOS2-4R, 20-ft. timber flat.
1955 ALBION Chieftain, 16-ft. alloy platform.
1959 B.M.C. 7-ton, 18-ft. timber drop-side.
1955 BEDFORD 7-ton, petrol, 16-ft. timber flat.

TRACTOR UNITS.

1960 FORD Trader, Scammell tractor unit, Eaton 16500 rear axle.
1958 B.M.C.-SCAMMELL tractor unit.
1957 BEDFORD 8-ton Scammell tractor unit, Meadows engine.

VANS.

1956 ALBION Claymore 900-cu.-ft. alloy boxvan.
1956 ALBION Chieftain 900-cu.-ft. boxvan.
1955 FORD 10-cwt. van.
1954 BEDFORD 11-seater Dormobile, £155.
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1960 COMMER TS3 standard 7-yd. tipper, air brakes checked, £950.
1955 COMMER TS3 18-ft. drop-sider, recent factory engine and gearbox, £375.
1957 COMMER TS3 18-ft. platform, £400.
1957 COMMER Superpoise, 16-ft. drop-sider, P6 latest shape, 5-speed, £295.

FORD.

NEW Trader, 4D, long wheelbase, 152-in. low frame, 4-5-ton chassis-cab, immediate delivery.
1961 Trader 75 7-ton 17-ft. platform, 15,000 miles, £975.
1960 Trader 6D 7-ton artic. tractor, S.A.E. pin, genuine 23,000 miles only, as new, £750.
1956 FORD 4D standard 16-ft. diesel drop-siders, £225; choice of three.

VANS, petrol.

3/-TON 1958 COMMER 15-cwt. normal-control van, 4 fitted windows, 10,000 miles, £345.
3/-TON 1957 MORRIS 15-cwt. Omnivan, repainted, 4, £265.
12-CWT. 1956 BEDFORD CA vans, repainted, £185; choice of two.
8-CWT. 1959 COMMER express delivery van, £325.
7-CWT. 1960 FORD 7-cwt. van, factory blue, immaculate, £340.
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1959 BEDFORD 15-cwt. van, £300.
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A.E.C. Mammoth Major 8-wheeler, 17-ft. 4½-in.-wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.

BEDFORD 7½-ton KGLC8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,755 2s.

BEDFORD, Comet engine, KGTC8, rigid 6-wheeler, York third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 5-speed, Pilot twin front-ram tipping gear and wood drop-side body, £2,816 7s.

BEDFORD KGA8 12-ton tractor unit, 350 engine, air brakes, 2-speed rear axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £1,700 5s.

LEYLAND Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up-to-the-minute 3-compartment Bulker body, improved high-capacity blower, heavy-duty p.t.-o., air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, £4,276, complete in primer.

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LEYLAND Beaver, 12-ft. 6-in.-wheelbase tractor unit, double reduction axle, 680 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer, £5,100. Will split.

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B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.

BRISTOL 1953 8-wheeler, long wheelbase, platform, £725.

BEDFORD 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout, £350.

BEDFORD 1955 5-ton petrol boxvan, tailboard and double doors, £250.

BEDFORD 1957 7-ton long-wheelbase double drop-side, 300 Bedford diesel engine, £400.

MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft. platform body, £500.

TIPPERS.

LEYLAND Comet 1957 double-drive 6-wheeler (standard Comet fitted with Albion double-drive bogie from new), twin front-ram tipping gear and large-capacity aluminium body, good condition throughout, tyres poor, £800.

THAMES Trader, 6-yd. steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but has never carried a load, £1,375.

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine recently fitted (works reconditioned), 16-ft 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.

A.E.C. Mammoth Major 8-wheeler, December, 1955, 9.6 engine, double drive, wood-body tipper, in exceptionally good condition throughout, £2,150.

LEYLAND Comet ECO2-4R 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.

A.E.C. Mercury Mk. II 1956, Pilot twin-underbody gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.

BEDFORD 1954 R6 S-type standard-steel U-shaped body tipper, £285.

BEDFORD 1955 A-type 5-ton P6 standard wood-body tipper, £400.

A.E.C. 1953 Mammoth Major double-drive 8-wheeler, fitted with large capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

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BEDFORD 1957 10-ton tractor unit, R6, 5-speed gearbox, Eaton 2-speed axle, S.A.E. coupling, this vehicle has been well maintained and is in exceptionally good condition throughout, £500.

LEYLAND Beaver 1950 tractor unit, fitted with S.A.E. fifth-wheel coupling, vacuum brakes, good condition throughout, £650. We can offer this tractor unit complete with either single- and double-axle platform trailer, or new 30-ton low-loader, S.A.E. or Tasker coupling, prices on application.

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BEDFORD 1952 R6 diesel Dyson, 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £600, would split.

E.R.F., 1946, Gardner 5LW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.

DYSON 8-ton independent trailer, drop-side, air brakes choice of two, these trailers are practically unused, £650.

B.M.C., 1957, tractor unit, B.M.C. diesel engine, fitted with S.A.E. coupling, vacuum brakes, £250.

BEDFORD-SCAMMELL, 1956, R6 diesel, complete with 23-ft. 8-ton Scammell platform trailer, £375.

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NEW Coles 10-ton Regin diesel-electric 40-ft. cantilever jib mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

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1958 ALBION Clydesdale, 21-ft. platform body, perfect order.

1958 BEDFORD, Leyland Comet engine, immaculate condition throughout.

1956 ALBION Reiver 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

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1955 ALBION FT37CL platform lorry, good order.

1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.

1955 BEDFORD R6 7-ton tractor, Scammell coupling.

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1961 Trader 6 x 2 County 23-cu.-yd. tipper, Eaton 2-speed, power steering, £2,400.

1959 Thames 5-ton long-wheelbase milk-float truck, £465.

1955 Thames 3-ton Luton van, £475.

1953 Thames 4-ton P6 4-cu.-yd. tipper, £235.

1954 4-ton P6 long-wheelbase truck, £275.

1957 Trader 5-ton 6D long-wheelbase truck, £485.

1951 AUSTIN 900-cu.-ft. diesel Luton van, £325.

1956 Thames 4-ton tipper, £325.

1956 DODGE 5-ton tipper, £295.

1956 DODGE 5-ton tipper, £295.

1956 Thames 6-cu.-yd. tipper, £350.

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ACCEPT £500.

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1957, March, KARRIER Bantam tractor, BK coupling gear, complete with two van trailers, two platform and one tipping trailer, C licence owner.

£400.

1954, October, COMMER 3-4-ton Superpoise platform, petrol engine, good tyres.

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1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coal body, £3,750.

1960 DODGE 6-wheel tipper with 19-ft.-long coal body, Leyland Comet engine, York axle, £2,000.

1959 FORD Trader 7-ton tipper, £685.

1958 FORD Trader 7-ton tipper with wood and alloy coal body, £650.

1958, November, LEYLAND Comet forward-control tipper with all-alloy body, £900.

OCTOBER, 1958, DODGE 314SAZ forward-control tipper with wooden body, £800.

SEPTEMBER, 1958, DODGE 146AR6 7-ton platform lorry, £700.

1956 BEDFORD S-type 7-ton tipper with wooden body, £425.

1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £250.

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GARDNER 6LX 150 b.h.p. engine GUY tractor, 1960, fitted 6-speed Gear Steed double-reduction rear axle, air brakes, flashers, heater, trailer brake control in cab, 10.00 x 12-ply tyres, auto lubrication, 5th-wheel coupling, £2,250.

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1959 Thames Trader long-wheelbase truck, ready for work, £825.

1955 SEDDON 7-ton diesel long-wheelbase platform truck, £600.

ALBION Chieftain long-wheelbase platform, £300.

1960 BEDFORD 6-ton normal-control tipper, high sides, 400-cu.-in. diesel, in excellent condition, used by C-licence operator, £875.

1959 BEDFORD 7-ton normal-control long-wheelbase tipper, steel body, Bedford 400-cu.-in. diesel £850.

1957 BEDFORD diesel long-wheelbase tipper, panelled double high sides, £375.

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1955 BEDFORD P6 5-ton drop-sider.

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E.R.F. 68G.

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1961 B.M.C. 7-tonner twin-ram tipper, 15-ft. by 6-ft. fixed-sided body, 5-speed gearbox, power steering, 9.00 x 20 tyres equal to new.

1959 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres in excellent condition.

A.E.C. Matador 4 x 4, ex M.o.S., in excellent condition.

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1956 AUSTIN 3-ton forward-control, diesel, 1,500-cu.-ft. Luton van body, just rebuilt, in primer, £595.
1956 BEDFORD 7-ton platform lorry, R6 diesel engine.
1956 AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine done approximately 20,000 miles, £475. 926-423

1957 LEYLAND Comet Scammell tractor units, £875 each.
1953 LEYLAND Octopus platform, good condition, £750.
1955 LEYLAND Octopus platform, excellent condition, £1,000.
1960 FORD 6D Trader, fifth-wheel tractor unit, two line air brakes, excellent condition, £750.

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1954, December, ALBION Chieftain double-deck cattle truck, container body, £585.
ATKINSON 7-ton short-wheelbase hydraulic tipper, Gardner engine, £245.
1958, October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £495.
1954 BEDFORD diesel 7-ton chassis-cab, £175.
1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 360 diesel engine, £450.
1958 BEDFORD 7-ton tipper, steel U body, £375.
1956-7 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.
E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195.
1959-60 Thames Trader 6D tractor, S.A.E. coupling, very clean, £745.
1954 4D 3-ton drop-side truck, £250.
1960 MORRIS diesel 7-ton medium-wheelbase tipper, Milshaw gear, high-sided alloy body, 9.00 x 20 tyres.
1957 SEDDON Mk. 15 7½-ton long-wheelbase platform lorry, £650.
1949-61 SEDDON 6-ton P6 long-wheelbase, flats from £125 each.
SENTINEL 7-ton long-wheelbase platform lorry.
1955, December, THORNYCROFT Sturdy Star box-van, very clean, good tyres, ex private firm, £525.
1960 (Rebuilt) LEYLAND Comet, forward control, 7-ton platform lorry, £750.

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NEW BEDFORD TK 7-ton extra long-wheelbase diesel drop-side truck, 2-speed axle, immediate delivery.
NEW BEDFORD TK 7½-ton 6-cu.-yd. tipper, 350 diesel, immediate delivery.
NEW BEDFORD TK 7-ton 6-cu.-yd. tipper, 300 diesel, immediate delivery.
NEW BEDFORD TK 12-ton artic. unit, 350 diesel, Scammell conversion, immediate delivery.
1959 LEYLAND Super Comet drop-side trucks, choice of two, one with 20-ft. drop-side body, the other 21 ft.
1958 BEDFORD 300 diesel 7-ton drop-side truck, £600.
1957 BEDFORD 10-ton tractor unit with Comet engine, complete with Dyson trailer, £700.
1958 BEDFORD S-type tractor unit and trailer, £700.
1958 BEDFORD S-type 7-ton drop-side truck, £600.
1955 AUSTIN B.M.C. diesel 5-ton truck, £295.
CHOICE of 20 ex "Evening News" delivery vans, 1951 Austins, £20 each, 1953 Bedfords, £80 each.
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1957 ALBION Reiver 21-ft. 6-in. drop-side; choice of two.
1956 BEDFORD 7-ton long-wheelbase tipper, diesel.
1960 BEDFORD 7-ton long-wheelbase tipper, diesel.
1949 BEDFORD petrol furniture van.
1961 COMMER TS3 diesel 6-wheel tipper.
1949 FODEN 22-ft. platform, Gardner 5LW.

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NEW 15-cwt. BEDFORD vans.
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1957 BEDFORD 8-ton Scammell 300-cu.-in. diesel tractor unit, excellent tyres, £250; choice of three.
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1956 Model E.R.F. Scammell tractor, 2-speed axle, 4LW, excellent, £475.

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1959 BEDFORD 5-ton J-type single-ram tipper, 12-ft. 6-in. tipping body, quality tested, £595.
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1957 BEDFORD Boys 6-wheeler, 300-cu.-in. diesel engine, 22-ft. 6-in. body, £650.

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1959 BEDFORD 5-ton long-wheelbase platform truck, £575.
1958 BEDFORD 5-ton diesel 14-ft. drop-side truck, £485.
1953 BEDFORD A-type platform trucks, £150 each.
1958 Thames Trader 6D, excellent condition, £395.
1958 BEDFORD 300-cu.-in. diesel chassis-cabs, immaculate, choice of three, £550 each.
1949 GUY petrol furniture pantechnicon, £95.
1955 BEDFORD 5-ton petrol long-wheelbase A-type drop-side truck, £75.
1959 BEDFORD 300-cu.-in. diesel 7-ton long-wheelbase platform truck, in exceptionally clean condition, £525.

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1957 COMMER TS3 13-ft. 6-in.-wheelbase platform truck, one owner, clean, £650.
1957 COMMER TS3 long-wheelbase tipper, in good condition, £550.
1956 DODGE 144AK6 tractor unit, fifth-wheel coupler, air-hydraulic brakes, £425.
1956 DODGE diesel platform with 18-ft. cattle container, one owner, £525.
1956 DODGE 106AP6 drop-side truck, £265.
1956 SEDDON P6 long-wheelbase drop-side truck, clean and sound, £325.
1955 Mercury Mk. I light-alloy platform, £650.
1953 DENNIS Stork pantechnicon, 950 cu. ft capacity, diesel, clean, £135.
1948 LEYLAND Steer, 22-ft. platform, good tyres, latest-type cab, £525.
1948 LEYLAND Beaver long-wheelbase tipper, latest-type cab, £550.
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1954 ATKINSON 7-ton tipper, Pilot twin ram underfloor gear, excellent tyres, Eaton 2-speed rear axle, body dimensions 15 ft. 6 in. by 7 ft. by 3 ft., £550.
1959 B.M.C. 7-ton tipper with drop-side steel body, 12 ft. 6 in. by 7 ft. by 2 ft. 6 in. with extension Capes 1 ft., Pilot twin ram underbody gear, 9.00 x 12-ply tyres, Eaton 2-speed rear axle, top quality used vehicle, £950.
1956 B.M.C. 7-ton tipper, Pilot twin ram underbody gear, excellent 9.00 x 20 tyres, Eaton 2-speed rear axle, fixed sided body, 12 ft. 6 in. by 7 ft. by 2 ft. 6 in., £650.
1956 B.M.C. 7-ton flat platform lorry, Eaton 2-speed rear axle, very fresh, £625. 926-4

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NEW BEDFORD TK 300 diesel engine, 5-ton long-wheelbase cab and chassis, 7.50 x 16 tyres.
1960, November, BEDFORD J-type short-wheelbase tipper, average mileage 12,000, choice of underfloor and end tipping gears, £850.
1960 FORD Trader 6-wheel County extended flat, £950.
1960 FORD Trader, 7-ton flat, small mileage, choice of four, each £725.
1960 BEDFORD TK 7-ton tipper, steel body, 9.00 x 20 tyres, £975.
1960, June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,600.
1960 B.M.C. 7-ton diesel tipper, 2-speed axle, steel body, £750.
1960 FORD Trader short-wheelbase tipper, drop-side body, 9.00 x 20 tyres, £795.
1960, June, BEDFORD S-type 7-ton diesel tipper, steel body, 9.00 x 20 tyres, £785.
1960 FORD Trader 6D, long-wheelbase double-ram tipper, 15-ft. wooden drop-side body, £795.
1959 DODGE medium-wheelbase double-ram tipper, R6 engine, forward-control model, 2-speed axle, £750.
1959 FORD Trader 6D, 7-ton flat, choice of 10, from £595.
1959 FORD Trader 160-in.-wheelbase, steel drop-side tipper, 15-ft. body, £750.
1959 FORD Trader 6D medium-wheelbase double-ram tipper, steel body, £750.
1959 FORD Trader 6-wheel flat, County extension, 9.00 x 20 tyres, choice of three, £895.
1959 ROWE Hillmaster short-wheelbase tipper, 10-cu.-yd. wooden body, Meadows engine, Eaton 2-speed axle, 9.00 x 20 tyres, as new, £1,075.
1958, November, COMMER TS3, long-wheelbase flat, 9.00 x 20 tyres, £595.
1958 FORD Trader 6D 7-ton truck, £525.
1958 FORD Trader 6D short-wheelbase tipper, £475.
1958 FORD Trader 6D medium-wheelbase tipper, £475.
1957 BEDFORD 7-ton S-type flat, 300 engine, to clear, £525.
1957 ATKINSON 4-wheel double-ram tipper, Gardner 5LW, 9.00 x 20 tyres, 10-cu.-yd. alloy body, very clean, Tecalemit automatic greasing, choice of two, each £895.
1956, September DODGE medium-wheelbase tipper, wooden drop-side body, R6 engine, good condition, £350.
1956 FORD ET6 short-wheelbase 5-ton wooden-bodied tipper, P6 engine, £85.
1954, October, ALBION Chieftain, double-ram tipper, 15-ft. wooden drop-side body, £195.
1952 FODEN short-wheelbase 8-wheel double-drive, 3-ratio gearbox, alloy-bodied tipper, 13 cu. yd. with Gardner 6LW engine, very sound, £725.

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NEW LEYLAND Comet tipper, Type CS3-2R, immediate delivery.
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1957 COMMER TS3 7-tonner, fitted Boys 6-wheel extension, drop-sided body, choice of two.
1959 (Late) COMMER TS3 and tipper, 5-speed gearbox, air brakes, 9.00 x 20 tyres.
1957, December, B.M.C. 7-tonner, fitted Boys 6-wheeler extension, Eaton 2-speed axle.
1956 ALBION Reiver, Comet engine, 23-ft. body.
1959 THORNYCROFT 6-wheeler, power steering, drop-side body.
1958 LEYLAND Comet with Hendrix 6-wheeler extension.
1957 LEYLAND Comet, Boys 6-wheeler extension.
1958 ALBION Clydesdale, Comet engine, 6-speed gearbox, large-capacity boxvan body.

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1949 ALBION Chieftain, fitted Duramin cab and drop-side body, well tyred, mechanically good.
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1955 DODGE 106 P6 double-drop-side, good condition.
1958 Trader 7-ton bulk tipper, Edbro gear, low height sub-frame wood panelled side body, one owner, very clean.
1959 SEDDON drop-side truck, Leyland engine, good tyres, one owner, immaculate.
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1958 AUSTIN A55 van, green, heater, £285.
1957 BEDFORD CA van, blue, £140.
1955 AUSTIN 5-ton long-wheelbase forward-control diesel truck, £300.

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1959 BEDFORD Kenebus, beige, fitted heater, taxed good tyres, £415.
1958 AUSTIN A45 Countryman, grey, £335.
1958 BEDFORD 6-ton drop-side truck, £700.
1955 MORRIS OXFORD pick-up, grey, £165.
1955 BEDFORD shooting brake, good tyres, taxed, £245.

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1958 FORD Thames 5-cwt. van, £265.
1958 AUSTIN A55 pick-up truck, £300.
1956 FORD 4D 3-ton long-wheelbase drop-side truck £290.
1956 FORD 4D 5-ton long-wheelbase drop-side truck £300.
1955 AUSTIN A40 van, £110.
1954 MORRIS ½-ton large-capacity van, £110.
1953 short-wheelbase LAND ROVER, £210.
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LEYLAND Comet CS3-8R, with 23-ft. 6-in. body.
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1956 AUSTIN 5-ton diesel drop-side.
1958 AUSTIN artic, diesel with coupling, forward control.
1956 AUSTIN 7-ton long-wheelbase platform, forward control.
1957 AUSTIN 7-ton long-wheelbase diesel drop-side truck.
1954 MORRIS 5-ton long-wheelbase petrol platform forward control.

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1958 COMMER 7-ton forward-control diesel with new drop-side body.
1960 COMMER 7-ton, forward control, drop side long wheelbase, detachable high racks.
1955 COMMER 5-ton drop-side P6 truck.

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1955 ALBION Chieftain, alloy drop-side body, choice of two.

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1956 BEDFORD long-wheelbase diesel drop-side truck, 7-ton.
1958 BEDFORD 7-ton long-wheelbase diesel drop-side.
1949 BEDFORD 2-ton drop-side, petrol, excellent condition.

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1958 DODGE 7-ton diesel long-wheelbase platform

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1949 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

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1957 FODEN diesel 8-wheeler long-wheelbase drop-side truck.

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1959 A.E.C. long-wheelbase drop-side 8-wheeler, excellent vehicle, all good tyres.

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1955 ATKINSON 6LW 8-wheeler, £950.
1953 ATKINSON 6LW 8-wheeler, £850.
1959 COMMER TS3 4-wheeler, £650.
1959 FORD Trader 4-wheeler, £575.

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1960 ATKINSON 6LW, 22-cu.-yd. alloy body, £3,250.
1960 GUY 6LX, 26 cu. yd., £2,750.
1961, Six, unregistered FORD Traders, 8 cu. yd.
1960 FORD Trader, 8 cu. yd., choice of two, £675.
1959 BEDFORD J-type, 7 cu. yd., £595.

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1958 AUSTIN 7-ton series 702 drop-side truck, 9.00 x 20 tyres choice of two, £675.
1958 AUSTIN 5-ton forward-control drop-side truck, 8.25 x 20 tyres, helper springs, choice of three, £575.
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.
1956 Thames 4D 5-tonner, good condition, choice of two, £325.
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.
1953 DODGE 5-tonner, P6 engine, £225.
1950 BEDFORD 5-ton QL model, average condition, choice of three, £75.
1948 ALBION 8-wheeler, good condition, choice of two, £385.
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.
1948 ALBION 6-wheeler, good condition, choice of three, £400.
1947 E.R.F., 7-tonner, LW engine, £345.
1946 LEYLAND Beaver, good condition, £325.
1944 LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.

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1960 BEDFORD long-wheelbase 15-cwt. van, good condition, £360.
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1957 Thames 10-cwt., 21,000 miles only, new engine and tyres, as new, £165.
1956 Thames 10-cwt., new engine, £100.
1955 Thames 10-cwt., fair condition, £85.
1955 Thames 10-cwt., fair condition, £85.
1953 COMMER 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.
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TRUCKS and units.

1957 BEDFORD-SCAMMELL 8-ton unit, 300 diesel, 20-ft. Scammell trailer, £420.
1956 BEDFORD 3-ton petrol tipper, £320.
23-FT. SCAMMELL 8-ton trailer, in immaculate condition, £250.
1956 AUSTIN 5-ton diesel truck, immaculate condition, £285.
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body in good condition, £180.
1955 AUSTIN 5-ton truck, petrol, £150.
1955 AUSTIN 2-ton diesel truck, £160.
1953 AUSTIN Loadstar P6 diesel truck, £150.

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PERKINS DIESEL SIGNHOLDERS.

1961, May, 12-ton BEDFORD artic., Scammell coupling, Leyland engine, 2-speed axle, 15,000 miles only, exceptional condition, £1,800.
1959, October, 5-ton DODGE forward-control petrol truck, £535.
1958 Forward-control 8-ton DODGE truck, Leyland engine, 2-speed axle, air brakes, £995.
1958 DODGE normal-control 7-ton chassis and cab, Leyland engine, very good condition, £700.
1958 DODGE diesel 6-ton double-drop-side truck, £495.
1950 6-ton DODGE petrol truck, £75.

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FODEN FD6 Mk. 3 8-wheeler, double drive, fitted with 24-ft. platform body, in good condition throughout including tyre equipment.
1957 (Late) COMMER TS3, fitted with 19-ft. platform body, 9.00 x 20 tyre equipment, air brakes, one owner.
1956 COMMER TS3 tractor unit, fitted with twin-speed axle, 9.00 x 20 tyre equipment, heater, S.A.E. coupling, can be recommended, one C-licence owner.
1955 GUY Otter 6-tonner, fitted with Gardner 4LK engine, drop-sider body, very economical.
1955 B.M.C. 3-ton diesel, fitted with large van body, one C-licence owner.
1955 SENTINEL light 6-wheeler, in exceptionally good condition.
1954 SEDDON diesel Mk. 5-L, fitted with platform body, in good condition throughout.
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DIESEL-ENGINED VEHICLES FROM

£100-£200. 926-157

THE NIGHTINGALE ENGINEERING CO., LTD.

IMMEDIATE delivery new COMMER TS3 FAE tractor.
1960 (Late) A.E.C. 8-wheeler, as new.
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body, nice condition.
1956 THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, ex C-licence operator, one owner, clean vehicle, choice of two.
1956 ATKINSON T745 tractor unit together with Dyson trailer, good condition.
1955 FODEN twin-steer platform, 5LW Gardner engine, clean vehicle.

WESTERN LANE, London, S.W.12. Kelvin 2193. 926-122

FORD AND SLATER (LINCS), LTD.,

MACAULAY STREET, GRIMSBY.

LEYLAND. ALBION. SCAMMELL.

1957 BEDFORD, long-wheelbase drop-sided body.
1959 BEDFORD, long-wheelbase drop-sided body.
1956 B.M.C., long-wheelbase drop-sided body.
1951 AUSTIN tippers (choice of three).
1956 BEDFORD A-type tractor, Scammell coupling, complete with semi-trailer, fair condition throughout, £300.
1954 BEDFORD S type, platform (alloy) body.
1951 KARRIER Bantam, platform body.
SEVERAL 1954 BEDFORD A-type normal-control long-wheelbase tippers, good mechanical condition, £135 to £155 each.
1958 BEDFORD, long-wheelbase drop-sided body.
1958 LEYLAND Comet, long-wheelbase drop-sided body.
1959 ALBION long-wheelbase tipper.

FORD AND SLATER (LINCS), LTD.,

MACAULAY STREET, GRIMSBY.
Phone 57181. 926-211

AVAILABLE NOW:—

1959 Traders, 7-ton short-wheelbase end tippers, steel bodies, choice of three, £575.
1957 ALBION Reivers, short-wheelbase end tippers, alloy bodies, £875.

THE above vehicles, in good condition, can be seen by appointment.

HOVERINGHAM GRAVELS, LTD.,

LOWDHAM 3171. 926-173

ATKINSON VEHICLES (SCOTLAND), LTD.,

CARLISLE ROAD,
AIRDRIE. 2881-2-3.

NEW Northern tandem trailer, 27 ft., 10.00 x 20 tyres, air brakes.
1959 FODEN 8-wheel double-drive, fitted Gardner 6LX diesel engine.
1958, October FODEN 8-wheel double-drive, fitted Gardner 6LX, air brakes, 24-ft. platform.
1954 Atkinson 6-wheel double-drive tipper, fitted reconditioned 6LX underbody, tipping gear, Homalloy tipping body.
1954 ATKINSON 4-wheel, fitted P6.

NORTHERN REPRESENTATIVE,

MR. A. L. LITHGOW,
Phone, Aberdeen 41051. 926-212

Used Goods Vehicles (contd.)

ISHERWOODS GARAGES, LTD.,
DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheeler, Edbro metal, large-capacity body, fixed-side and twin-end-gam gear.
1959 COMMER TS3 7-ton tipper.
1959 BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase, Eaton 2-speed axle.
1959 (Registered) DENNIS 6-ton tipper (ex-Ministry). Dennis Max diesel engine, new wrap-round vision cab.
1958 SEDDON 7-ton drop-side tipper.
1957 BEDFORD 7-ton tipper, Leyland Comet engine, medium wheelbase, choice of two.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D drop-side truck.

110 BUXTON ROAD,
STOCKPORT.
Phone, Stockport 5083. 926-238

RICHARDSONS.

NEW GUY 8-wheel Invincible, new Guy Warrior 8-wheeler, immediate delivery.
NEW SCAMMELL 12-ton 25-ft. drop-side semi-trailers, immediate delivery.
USED SCAMMELL 10-ton 21-ft. drop-side semi-trailer, £200.
NEW B.T.C. 15-ton 25-ft. four-in-line semi-trailers, immediate delivery.
USED B.T.C. 15-ton 25-ft. four-in-line artic. trailers, excellent condition.
1959 GUY Warrior light 8-wheeler 24-ft. drop-side truck, A.E.C. engine.
1959 COMMER TS3 diesel 7-ton 18-ft. drop-side truck, 9.00 x 20 tyres, etc.
1960 Trader diesel 7-ton medium-wheelbase tipper.
1960 Trader diesel 7-ton short-wheelbase tipper.
1960 Trader diesel 7-ton long-wheelbase tipper.
1958 BEDFORD diesel medium-wheelbase tipper, 9.00 x 20 tyres.
STEEL drop-side tipper bodies, fitted to Trader 138-in. and 160-in. chassis, Edbro or Pilot gears, one-day delivery.
T. RICHARDSON AND SON, LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Phone, Broadwell 1840 and 2800. 926-198

NEW GUY Warrior light 8 chassis and cab, 17-ft. 9-in. wheelbase, list price.
1960 GUY Warrior light 8 ex-demonstrator platform, 30,000 miles, £2,700.
1953 ATKINSON bulk tipper, Gardner 6LW, £900.
MAY'S MOTORS (ELSTEAD), LTD., Surrey, GUY Distributors, Surrey and Sussex. Agents for B.M.C. and Land Rover. Elstead 2147. 926-111

HUNSMANS, of Brentwood 5252, offer:—
1956 MORRIS diesel 3-ton drop-side truck, £235.
1951 BEDFORD 3-ton Luton van, £75.
1955 AUSTIN A55 pick-up, resprayed, £285.
1959 Thames 12-seater, Grey, £410.
1956 Thames 3-ton 4D boxvan, 750 cu. ft., £265.
1955 LAND ROVER, petrol, good condition, £210.
1959 BEDFORD Utilabrake 12-seater, grey, £360. 926-32
1955 FORD Thames 5-cwt. van, £125.
1958 AUSTIN 15-cwt. van, £300.
1958 DODGE 6-ton tipper, £400.
1959 Thames Trader 5-ton chassis-cab, very good condition, £495.
1959 Thames 2-ton van, very good condition, £425.
1956 5-ton FORD diesel truck, £325.
1960 FORD 5-cwt. van, excellent condition, £265.
COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 926-216

5-30-CWT., various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent. 8575. 926-304

COMMERCIAL VEHICLES SALES AND REPAIRS, LTD.
A.E.C., MORRIS COMMERCIAL AND YORK.

1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21 ft., in fine order.
1960 COMMER TS3 Scammell tractor unit, 5-speed, heater, good tyres, excellent order.
1960 LEYLAND Comet C3 3/3 chassis-cab, 6-speed, heater, flasher, in good order.
1957 COMMER TS3 7-ton platform, good order.
1959 COMMER TS3 Scammell tractor unit, good order.

CRANES CLOSE,
BASILDON.
Phone 20223. 926-159

Used Goods Vehicles (contd.)

COX'S MOTORS (HILL TOP), LTD.

1958 B.M.C. 7-ton long-wheelbase truck, 2-speed axle, power steering, £725.
1959 MORRIS 4-wheel-drive scow-end tipper, diesel engine, £825.
1951 LEYLAND Octopus 8-wheeler, 600 engine, double drive, £500.
1952 E.R.F. 8-ton long-wheelbase truck, 4LW Gardner engine, £550.
1959 BEDFORD 15-cwt. van, long wheelbase, £275.
1956 COMMER TS3 long-wheelbase truck, £300.
1956 AUSTIN 3-ton forward-control long-wheelbase, new engine recently fitted, £275.
1954 BEDFORD 5-ton long-wheelbase tipper, petrol, new body, £275.
1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £775.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.,
127 HILL TOP, WEST BROMWICH.
Phone, Wednesbury 0470 and 1047. 926-186

ELT BROS., LTD.

1956 FORDSON Thames 45D diesel 20-cwt. lorry, £200.
1955 FORDSON Thames 4-cylinder petrol 4-ton lorry, £85.
1956 BEDFORD 7-ton short-wheelbase tippers, petrol, £100.
1955 DODGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.
1958 BEDFORD D-type petrol 5-ton long-wheelbase lorry, very clean, £425.

PART-EXCHANGE AND HIRE-PURCHASE A PLEASURE.

ELT BROS., LTD.,
BEDFORD AND VAUXHALL DEALERS.
DEAKINS ROAD,
BIRMINGHAM, 25.
Phone, Victoria 2742-3-4. 926-162

1953 LEYLAND Comet with Blaw-Knox 2½-yd. concrete mixer.
1954 BEDFORD S-type long-wheelbase diesel tipper.
1959 LEYLAND Octopus long-wheelbase platform.
1957 LEYLAND Comet medium-wheelbase chassis-cab only, with syndromic lubrication.
1960, November, ALBION Reiver RL271, with Pilot gear and 15-cu.-yd. alloy body.
1959 ALBION Claymore drop-side truck.
NEW LEYLAND Beaver tractor with Power Plus engine and fifth-wheel coupling.
NEW LEYLAND Comet forward-control tipper, complete.
NEW BEDFORD 7-ton extra-long diesel drop-side truck.
NEW BEDFORD 4-ton diesel drop-side truck.
JEFFREYS COMMERCIAL MOTORS. Phone, Swansea 72415 (three lines). 926-200

1951, December, LEYLAND Octopus 8-wheeler, twin drive, 600 engine, 24-ft. platform, one owner, absolutely first-class condition throughout including tyres, £875.
1950 DENNIS 1,000-gal. 3-compartment petrol tanker, condition as above, £225.
THESE vehicles are ready for immediate use and are only being sold through reorganization.
LINES OF WOOTTON, near Canterbury. Phone, Selsted 237. 926-143

1958 Thames Trader 5-ton 5-yd. Anthony tipper.
1959 Thames Trader 7-ton 6-yd. tipper, two offered.
SEPTEMBER, 1958, MORRIS 30-cwt. petrol drop-side truck, very clean, cream and black, £250.
SEPTEMBER, 1954, Thames 3-ton 3-way tipper, 4D, excellent condition, £265.
1958 BEDFORD 15-cwt. van, reconditioned engine, £175.
NORMAN REEVES (MOTORS), LTD., 215-218 High St., Uxbridge, Middlesex. Uxbridge 33444 (seven lines). 926-150

10-TON 21-ft. semi-low trailer on twin 29 x 8, £150. J. R. Swanson, Colnbrook 2741, Bucks. 926-342

WILDE AND BENNETT, LTD.,
COMMER RETAIL DEALERS.

EARLY delivery on all COMMERS from 7 cwt. to 12 tons, petrol and diesel.
£950 Only. 1960 (December) Thames Trader 7-ton short-wheelbase tipper, 900 x 20 tyres, heater, etc., genuine mileage 800 only, one only, cannot be repeated.
1959 Thames Trader 7-ton short-wheelbase tippers, clean condition, privately owned, choice of four, £575.
1959 Thames Trader 7-ton long-wheelbase lorry, very small mileage, as new, £775.
1957 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, large double drop-side body, overhauled and painted, £635.
1956 BEDFORD-SCAMMELL S-type tractor, Leyland Comet engine, very clean condition, only £275.
SEE our advertisement under Businesses for Sale, for large and small A- and B-licence businesses.

TERMS AND EXCHANGES.

HADFIELD, HYDE, CHESHIRE.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 926-221

Used Goods Vehicles (contd.)

A. E. CONNORTON, LTD.,
AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D, Baico extension chassis, fitted with 1,500-cu.-ft. Luton body.
1957 FODEN 6-wheeler, 22-ft. drop-sided body, air brakes, 10.00 x 20 tyres, 12-speed gearbox, one owner, C licence, very clean.
1950 FODEN 6-wheeler, 6LW, double drive, platform body, 9.00 x 20 tyres, £500.
1956 THORNYCROFT 8-ton, 20-ft. truck body, 8.25 x 20 tyres, one owner, C licence, £275.
1958 Thames Trader 7-ton, double drop sided, long wheelbase, £400.
1954 BEDFORD, diesel, long-wheelbase, Duramin body, choice of three, £175 each.
1954 DODGE 2-ton van, £150.
1950 FODEN FG 8-wheelbase, double drive, one owner, choice of three, £550 each.
FODEN FG 7-ton, 4LW, £250.
1951 LEYLAND Comets, diesel, choice of five, £175 each.
1959 ATKINSON, 6LW, fifth-wheel tractor unit, 26-ft. trailer, £1,600.
HIRE-PURCHASE arranged.
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Sanderstead 1777. 926-409

SHUKERS OF SHEFFIELD, LTD.,
OFFICIAL MORRIS COMMERCIAL DEALERS.
55-60 BROAD STREET,
SHEFFIELD.
Phone 20311.

1949 AUSTIN 3-ton petrol tipper, wooden drop-side body, under-floor tipping gear, sound throughout, £120.
1952 BEDFORD 5-ton long-wheelbase diesel tipper, P6 double drop-side wooden body, single ram tipping gear, good tyres, ready for immediate work, £225.
1954 BEDFORD 7-ton forward-control long-wheelbase diesel flat truck, good tyres, mechanically sound throughout, £275. 926-234

1955 SEDDON 7-ton long-wheelbase drop-side truck, P6 diesel, excellent condition.
1954 SEDDON 3-ton boxvan, Perkins diesel, choice of three.
1960 ALBION Claymore Luton van, 1,200 cu. ft., Burtonwood tail lift, automatic lubrication.
1959 FORD Trader 3-ton Luton 4D diesel van, choice of two, excellent condition.
1959 LEYLAND Supercomet long-wheelbase platform truck.

NORMAND, LTD.,
CUMBERLAND AVENUE,
N.W.10.
Elgar 7757. 926-281

GEORGE TWYMAN. Offers wanted for the following:
1955 B.M.C. 7-ton flat, diesel, 2-speed, ready for work.
1956 COMMER TS3 flat, mainly rebuilt, 14-ply tyres.
1959 BEDFORD J-type Anthony tipper, well above average throughout.
REGENT GARAGE, 17 High St., Potters Bar. Phone 57157. 926-393

1959 Thames Trader 7-ton truck.
1956 5-cwt. FORD van, £150.
1955 MORRIS 5-ton 6-cylinder truck.
ALL Thames Trader inquiries welcome.
COOMBS SERVICE STATION (FORD Main Dealers), By-pass Rd., Guildford. Phone 62962. 926-383

GORDON GARAGE (LEYTON), LTD.
FOR immediate delivery of good used vehicles.
209-219 LEA BRIDGE RD., Leyton, E.10. Phone, Leyton 8232. 926-389

SPA GARAGE (LEEDS), LTD.,
MEANWOOD ROAD,
LEEDS, 7.
Phone, Leeds 44884-5.
EVENINGS 688516.
FOR
ALBION. LEYLAND. COMMER.

1959 ALBION Chieftain, twin-ram underfloor gear, timber body, 9.00 x 20 tyres, excellent condition, £950.
1959 B.M.C. 7-ton, boxvan body, good tyres, excellent condition, £650.
1958 FORD Trader 6D, platform body, very clean, £650.
1958 A.E.C. Mercury long-wheelbase, platform body, one owner-driver, ready for work, £1,050.
1958 BEDFORD 7-ton, long wheelbase, Comet engine, drop-side body, good tyres, excellent condition.
1955 ALBION Reiver, Leyland engine, 22-ft. platform body, £500.
1955 ALBION Reiver, Albion engine, 22-ft. platform body, ready for immediate use, £500. 926-299

Used Goods Vehicles (contd.)

PARKER AND SON (AUTOMOBILES), LTD.,
A.E.C. AND DODGE DISTRIBUTORS.
HEAD OFFICE:—
ST. MARY'S, BEDFORD.
Phone, Bedford 68694.
OFFER A SELECTION OF THEIR
USED STOCK.

DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Banco extension, good condition, choice of several, £600 each.
COMMER 15-cwt. forward-control van, 1960, heater, £400.
COMMER TS3, 1956, platform lorry, 18-ft. long, reconditioned engine and new braking system 10,000 miles ago, good tyres, £450.
COMMER TS3 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550; 1958 at £650.
FORD 15-cwt. van, 1958, repainted, reconditioned engine, £295.
LAND ROVER, long-wheelbase, petrol, pick-up truck, 1955, reconditioned engine, £400.
LARGE SELECTION OF VANS AND PICK-UPS.
IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES. OFFICIAL TECALEMIT AUTOMATIC CHASSIS LUBRICATING FITTING STATION.
BRANCHES:
CLAPHAM. FENSTANTON. ST IVES.
926-457

WALTON MOTORS.

£225 1955 model ALBION Chieftain tractor unit, Scammell coupling, 2-speed axle, C-licence user only.
£295. 1949 LEYLAND Twin Steer, 600 engine, 5-speed gearbox.
23-FT. 10-ton SCAMMELL trailer.
20-FT. 8-ton SCAMMELL trailer.
£60. Perkins P6 engine, complete with Bedford fittings, gearbox, etc.
255 WALTON LANE, Liverpool, 4. Aintree 1873.
926-262

SOUTHERN COUNTIES GARAGES, LTD.,
CRAWLEY, SUSSEX.

AGENTS for Austin, Ford and Standard commercials; a large selection of new and used vans always in stock.
NEW Thames Trader 4-ton drop-side truck, 152-in.-wheelbase.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.
NEW Atlas van from £370.
1960. May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.
1958 COMMER Karrier diesel 3-ton boxvan, £495.
CRAWLEY 25666 (FIVE LINES).
926-394

1959 Thames Trader tractor unit, 6D, fitted York coupling, owner-driven, low mileage, just as new, £795.
1957. August, MORRIS 5-ton long-wheelbase diesel, boxvan body, approx. 850 cu. ft., rear roller shutter door, ex private company, £550. Wellington Garage (Oldham), Ltd., Huddersfield Rd., Oldham. Phone, Main 9109.
926-250

VIGO MOTORS.

1956 BEDFORD 5-ton tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
1959 BEDFORD 15-cwt. Luton.
1959 BEDFORD Utilibrake, farmer's model.
1959 BEDFORD Utilibrake.
1957 BEDFORD Workobus.
1957 MORRIS Minor van.
1956 FORD 12-cwt. van.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051.
926-312

DINNAGES GARAGES, LTD.,
MAIN FORD DEALERS,
MID-SUSSEX,
OFFER FOR SALE THE FOLLOWING.

BEDFORD 7-ton 7-cu.-yd. tippers, choice of two at £275.
1959 VOLKSWAGEN Microbus, complete with radio, excellent order, £525.
NEW Thames Traders in stock for immediate delivery.
DINNAGES, Wivelsfield Rd., Haywards Heath, Sussex. Phone, Haywards Heath 1466-7-8.
926-513

A42

Used Goods Vehicles (contd.)

BIRMINGHAM COMMERCIAL OFFER:—

NEW DODGE 7-ton long-wheelbase.
NEW B.M.C. artic. 25-ft. trailer.
1955 BRISTOL 8-wheeler.
1952 FODEN 8-wheeler.
1952 FODEN 6-wheeler.
1957 8-9 B.M.C. artic. 23-ft. trailer.
CHOICE of 36 one-C-licence owner.
1955 SEDDON long-wheelbase truck.
1957 Comet long-wheelbase truck.
BIRMINGHAM COMMERCIAL MOTORS, LTD.,
WRIGHT STREET,
BIRMINGHAM, 10.
Phone, Victoria 0437.
926-458

DICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds, offer:—
1953, November, 26, BEDFORD 7-ton drop-side truck, four new and three good tyres, taxed December 16-ft. body, £175.
1956 MORRIS 5-ton drop-side truck, reconditioned engine, 16-ft. 6-in. body, £160.
1956 FORDSON 5-ton platform truck, diesel engine, bolster, heater, demister, good tyres, 14-ft. body, £185.
1947 KARRIER 3-4-ton drop-side truck, good order and ready for work, 14-ft. body, £65.
1954 COMMER 25-30-cwt. van, £110.
1954 MORRIS J van, 10-12-cwt., £50.
1958 BEDFORD 10-12-cwt. van, choice of two, £225 and £205.
1958 MORRIS JB van 10-12-cwt., £210.
1958 STANDARD 6-cwt. van, £165.
1958 STANDARD Atlas Kenebrake 12-seater, engine overhauled, resprayed very clean interior, £325.
DICKINSON AND ADAMS, Luton 51221.
926-496

L. F. DOVE (C.V.), LTD.,
AUSTIN COMMERCIAL DISTRIBUTORS.

DOVE'S PAY-AS-YOU-EARN SCHEME FOR USED VEHICLES 3 TONS AND OVER, 10, 15 OR 20 EQUAL MONTHLY PAYMENTS.

1960 COMMER 8-cwt. van, green, 5,000 miles, £350 (g).
1958 AUSTIN 15-cwt. van, green, £250 (g).
1956 BEDFORD 10-12-cwt. CA van, grey, no writing, £165.
1951 COMMER 3-ton boxvan, petrol, green, £125.
1955 MORRIS 3-ton diesel boxvan, £325.
1959 AUSTIN 30-cwt. diesel drop-side truck, bolster, flashers, heater, screen, no writing, 8,000 miles only, guaranteed, £565.
* Vehicles marked (g) carry three months' guarantee.
NEW VEHICLES FOR IMMEDIATE DELIVERY.
7-YD. diesel tipper, power steering, 5-speed box, 9.00 x 20 tyres, Pilot all-steel drop-side body and twin underbody ram, cab shield calibrated.
DOVE Distributor 30-cwt., 2- and 3-ton standard alloy van 400, 500 and 600 cu. ft., petrol or diesel.
L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131.
926-505

1958 7-ton Trader chassis and cab.
1956 7-ton DODGE 18-ft. 6-in. treble-drop-side body, 16500 2-speed axle.
1955 DODGE 103AP6 unit and 22-ft. trailer.
1954 DODGE 3-4-ton, petrol engine. Telehoist tipping gear, 11-ft. 6-in. 4-yd. body.
THE RELIANCE GARAGE (NORWICH), LTD., Heigham St., Norwich. Phone 28911-5.
926-322

WHEELERS MOTORS, LTD.,
MORRIS-COMMERCIAL DISTRIBUTORS.
YEOVIL, SOMERSET.
Phone, Yeovil 2561-2-3.

1959 MORRIS-COMMERCIAL 7-ton long-wheelbase drop-side truck.
1960 AUSTIN 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, power-assisted steering, flashers, etc., choice of two.
SEVERAL other used vehicles in stock from 5 cwt.-7 tons.
1956. October, B.M.C. 7-ton alloy platform truck, good condition throughout.
NEW VEHICLES IN STOCK.
MORRIS-COMMERCIAL 7-ton 160-in.-wheelbase drop-side truck.
926-518

JUNE, 1959, FORD Thames 6D, 7-ton chassis, fitted 16-ft. 6-in double deck cattle truck body, one owner, only 35,000 miles, good condition, £850.
JANUARY, 1959, FORD Thames 6D 7-ton drop-sided truck, in good order throughout, £495.
ALSO for immediate delivery. New COMMER TS3 diesel, 7-ton 11-ft. 9-in.-wheelbase drop-sided truck, £1,570.
NEW COMMER 1½-ton super capacity van, diesel engine, £879. Adcocks, Chichester. Phone 2415-7.
926-x7327

Used Goods Vehicles (contd.)

1960 COMMER ¾-ton forward-control petrol van.
1957 MORRIS J2 forward-control petrol van.
BEDFORD 1956 12-cwt. petrol van.
1958 BEDFORD 12-cwt. petrol bottle float.
1953 LEYLAND Comet normal-control platform.
1955 AUSTIN 2-ton diesel truck, c.w., fixed canopy.
1958 COMMER TS3 tipper, air brakes, 9.00 x 20 tyre equipment.
1951 THORNYCROFT Sturdy drop-siders, choice of two.
1955 BEDFORD 7-ton diesel platform.
NEWCASTLE (STAFFS) MOTOR CO., LTD.,
NEWCASTLE ROAD,
TRENT VALE,
STOKE-ON-TRENT.
Phone Newcastle (Staffs) 64621-2-3-4-5.
926-467

OFFERED FOR sale, must be cleared:—
1956 BEDFORD 7-ton long-wheelbase drop-side diesel lorry, on 9.00 x 20 tyres, overhauled throughout, ready for work, choice of two, £495 each.
1955 DODGE platform truck with recently overhauled P6 engine, Eaton 2-speed axle, mechanical and electrical parts put in tip-top order, £425 o.n.o.
1956 AUSTIN 5-ton diesel short-wheelbase standard tipper, in good mechanical order, requires painting, £385.
1958 3-ton Trader, overhauled throughout, to be painted customer's colour, £495.
1959 AUSTIN 152 15-cwt. Omnivan, small mileage, well tyred, painted green, £325.
1959 AUSTIN 152 15-cwt. pick-up truck, nominal mileage, in excellent condition, newly painted green, £345.
1955 LAND ROVER in good running order, £165.
CHARLES CLARKE AND SONS (COMMERCIAL VEHICLES), LTD., Chester St., Shrewsbury. Phone, Shrewsbury 2051.
926-164

WOODYATT MOTORS, LTD.,
THE BEDFORD MAIN DEALERS,
THE BEDFORD CENTRE,
SOUTHEND-ON-SEA.
Phone 4334.

1957 BEDFORD forward-control 6-ton truck, diesel, excellent condition, £495.
1956 DODGE 5-ton alloy 1,200-cu-ft. pantechnicon, diesel, £450.
926-360

COUNTY OAK SERVICE STATION, LTD.,
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

1959 BEDFORD Workobus, many extras, one owner, £570.
1959. November, long-wheelbase BEDFORD Workobus, one owner, £490.
1959. December, BEDFORD 15-cwt. long-wheelbase van, one owner, £285.
1959 BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £645.
1959 FORD 15-cwt. Thames van, £285.
1957 5-ton FORD Trader 4D truck, £375.
1957 BEDFORD Workobus, £245.
1957 7-ton DODGE diesel tipper, very good condition, £575.
OCTOBER, 1954, 7-ton BEDFORD tipper, good condition, new tyres, one owner, £310.
1952 5-ton BEDFORD truck, nice condition, good tyres, £120.
1953 COMMER 10-ton tractor unit, diesel, with 22-ft. low-loading trailer, £385.
1948 AUSTIN 2-ton meat vans, choice of two, at £150 each.
1947 AUSTIN meat van, £125.
926-517

PERCY D. SLEEMAN, LTD.,
LONDON COMMER DEALERS.
NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft. 6-in.-wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearboxes and air brakes.
COMMER tractor with Scammell couplings.
1959 Thames 7-ton Hands G-type coupling, £595.
1957 COMMER, slatted sided capacity body, air brakes, excellent condition.
1955 ALBION Chieftain flat platform.
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DAIMLER 37-seater coach, certificate expires 1965, £1,000.

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SPECIAL END-OF-SEASON SALE.

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WE are now taking orders for Bedford, A.E.C., Leyland, Duple and Plaxton coachworks for 1962 season.

1950 COMMER Avenger, 33-seater Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450. 926-484

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SUPER DOUBLE-DECKERS.

1949-50 A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted low mileage late series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes, remoquetted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £650-£700.

1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam and Easter Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late series low mileage diesel engines, certificate of fitness 1963-62; choice of 10, price £450-£350.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metallized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half-sliding windows, etc., with late series low-mileage 5LW Gardner engines (under 10,000 miles) used by company operating coastal services for seasonal use only, some remoquetted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £250-£400.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half-sliding windows, fitted late series low-mileage 7.7 A.E.C., 5LW Gardner and Bristol A.V. 9.6 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £500-£375.

SUPER COACHES AND SERVICE SALOONS

1951-52 A.E.C. Mark IV underfloor engined, full-luxury coach with Burlingham 41-seater full Continental touring luxury coach body, radio, etc., very low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, just recertified to 1966, price £1,500.

1954 A.E.C. Mark IV underfloor engined, full-luxury coach with Burlingham Seagull 37-seater full Continental touring luxury coach body, crash box, reclining seats, courier seat, radio, microphone, etc., very low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, certificate of fitness 1964, price £2,500 or near offer.

1953 DAIMLER Freeline Roadmaster, with super fully fronted 35-37-seater Bellhouse-Hartwell and Burlingham Seagull bodies, adjustable reclining sun-Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,250.

1950 A.E.C. Mark III, fitted 32-35-seater full-front Harrington body, extremely low-mileage 9.6 A.E.C. diesel engine, in super mechanical and body condition, certificate of fitness 1965, price £750, or near offer.

1949 FODEN 33-seater half-cab full-luxury coach, fitted 6LW Gardner engine, in exceptional mechanical and body condition, certificate of fitness 1963, price £500.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, just into stock, three only, price £850.

1950-49 A.E.C. Regal Mark II with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £500-£450.

1947-48 LEYLAND PS1, fitted 1954 full-front 35-seater Burlingham body, low mileage late-series PS1 engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of two, price £500-£550.

1948-47 BRISTOLS with Eastern Coachworks and Beadle 35-36-seater thin-wall all-metal service saloon bodies, fitted low-mileage late-series 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £350-£400.

1940-39 BRISTOL service saloons, rebodied 1951 with Beadle and Eastern Coachwork 36-seater saloon bodies, fitted late-series low-mileage 5LW Gardner engines, in excellent mechanical and body condition and ready for immediate service, certificate of fitness 1962-61, choice of 12, price £350-£400.

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1960 FORD Thames 41-seater Burlingham, choice of three, red interior, blue or red exterior.

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1951-52 choice of two BEDFORD Vega 35-seaters, both certified, from £945.
1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,175.
1950 COMMER 30-seater Hurricane, a very attractive vehicle, certificate of fitness 1962, £325.
1950 COMMER Plaxton 33-seater full-front, extras, £395.
1949-53 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £495.

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NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

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1961 Thames Yeoman (demonstrator), 41-seater full-luxury Duple body fitted with many extras, interior red moquette, exterior cream and red, small mileage, as new.

1957 COMMER TS3, 41-seater full-luxury Duple body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

1956 BEDFORD Super Vega, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1953 SENTINEL, 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

1953 BEDFORD Plaxton Ventura, 35-seater full-luxury body, fitted heaters, divided seats, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Super Vega, 37-seater full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1950 BEDFORD Vista, fitted with a petrol and oil engine, 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964; choice of three.

1949 BEDFORD Mk. II service bus, 31-seater, fitted with Dunlopillo seats, in good clean condition throughout, certificate of fitness 1962.

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1959 BEDFORD Plaxton 41-seater coach, certificate of fitness November, 1965, £2,950.

1958 BEDFORD Duple 41-seater coaches, choice of two top-quality machines, £2,650 each.

1957 BEDFORD Plaxton 38-seater coach, many extras, certificate of fitness April, 1964, £2,550.

1955 BEDFORD Plaxton 36-seater full-luxury coach with many extras, certificate of fitness 1965, £1,995.

1956 BEDFORD Plaxton 41-seater full-luxury coach, just been recertified, certificate of fitness to 1966, £2,275.

1955 BEDFORD Duple 36-seater coach with R6 diesel engine, in good condition, certified to March, 1965, £1,450.

1954 BEDFORD Duple 36-seater coach with R6 diesel engine, in excellent condition, certified to April, 1965, £1,350.

1953 BEDFORD Burlingham 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,350.

1952 BEDFORD Duple 32- and 35-seater coaches, in excellent condition, at prices from £950.

1952 BEDFORD Plaxton 33-seater coach, certificate of fitness 1962, £750.

1955 COMMER Plaxton 41-seater coach, diesel, certificate of fitness 1965, £3,150.

1954 COMMER Plaxton 39-seater coach, diesel, £1,750.

1954 SEDDON Duple 41-seater coach, certificate of fitness December, 1963, outstanding value at £1,400.

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1955, November, BEDFORD (40) all-metal bus, petrol, 8-ft. wide, exterior blue and cream, certified 9.6.66, £1,200.

1955 BEDFORD Duple (38), exterior green and grey, red interior, certified to 1966, immaculate.

1952, May, BEDFORD Vega (35), maroon and cream, 7-ft. 6-in. wide, nice condition, certified to September, 1965, £975; another, two blues, £975 o.n.o.

1951 MAUDSLAY, 7.7 engine (37), full-front Plaxton, red interior, certificate of fitness 1964, excellent condition.

1948 BEDFORD Vista (29), fitted Duple high-back seats, just recertified to 1965.

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BEDFORD SB1, 300-cu.-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream, ex-demonstrator, special offer.

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CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

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1959, June, BEDFORD Super Vega Duple 41-seater luxury coaches, cream exterior, certificate of fitness 1966.

1959 BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

1958 COMMER TS3 Duple 41-seater, cream and red, certificate of fitness 1965.

1958 BEDFORD, Leyland diesel unit, 40-seater Duple bus-type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.

1955 BEDFORD DUPLE 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 LEYLAND PS2 Burlingham full-front 33-seater coach.

1948 LEYLAND PD1 high-bridge M.C.W. 56-seaters (choice of five).

1946 LEYLAND PD1 high-bridge 56-seaters, M.C.W. coachwork.

A Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

1948 A.E.C. 7.7 Burlingham 36-seater bus, certificate of fitness to 1963.

1946 A.E.C. 7.7 low-bridge Northern Counties late-type bodies, certificate of fitness 1963, good order, choice of two.

A Number of A.E.C. 7.7 and Leyland PSI 34-, 36-seaters, suit public works contractors, bargain prices.

A Number of LEYLAND TS7 with 7.4 engines and fitted 1949 Burlingham 35-seater bus bodies.

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WE are now taking orders for 1962 model coaches, delivery from September onwards. Duple, Plaxton, Burlingham 41-seater bodies on new BEDFORD petrol- and diesel-engined chassis. 2-speed axle optional, also new Bedford 29-seater models.

LET us quote you now for your next year's requirements.

IMMEDIATE delivery of the following high-class second-hand coaches:—

1961 TROJAN 13-seat luxury coach, low mileage, many extras, as new, blue interior, certificate of fitness December, 1967, £1,275.

1959 BEDFORD PSV, 11 seats, green-cream exterior, certificate of fitness June, 1966, £450.

1959 (Registered October, 1958) BEDFORD SB1 diesel, Duple 41 seats, red interior, fawn-brown exterior, one owner, very clean, certificate of fitness October, 1965, £3,050.

1957 BEDFORD Duple, 41 seats, brand new 300 diesel engines being fitted with complete sound insulation, red interior, red-maroon exterior, choice of two tidy coaches, certificate of fitness 1964, £2,850.

1957 BEDFORD Duple, 37 seats, Formica sides, blue interior, blue-grey exterior, low mileage, immaculate, certificate of fitness May, 1964, £2,400.

1956 BEDFORD Burlingham, 41 seats, red interior, maroon-ivory exterior, specimen coach, one owner, recertified May, 1966, £2,250.

1955 Model BEDFORD Yeates Riviera, 36 seats, red interior, red-ivory exterior, one owner, very clean, certificate of fitness September, 1964, £1,650.

1954 BEDFORD petrol, 38-seater Duple and Plaxton bodies, red and blue interiors, blue-cream exteriors, choice of five from £1,250.

1953 BEDFORD Duple Super Vega, 35 seats, lift-up vents, courtesy seats, heater, clean vehicle, green interior, cream exterior, certificate of fitness 1963, £1,350.

1953 (Registered) A.E.C. 7.7 Yeates, 37 seats, full front, autumn tint interior, maroon-cream exterior, six good tyres, clean and attractive coach, certificate of fitness March, 1963, £675.

1952 DENNIS Falcon, 5.5-litre engine, Plaxton, 35 seats, Eaton 2-speed axle, red interior, cream-blue exterior, certificate of fitness October, 1961, £595.

1952 BEDFORD, Gurney Nutting, 37 seats, autumn tint interior, green-ivory exterior, certificate of fitness 1962, £675.

1952 DENNIS Lancet J.10A, Strachans, 37 seats, full front, one owner, certificate of fitness April, 1962, £250.

1950 DAIMLER CUD6, Gurney Nutting, 35 seats, lift-up vents, full front, red interior, red-grey exterior, certificate of fitness December, 1962, £750.

1950 AUSTIN Kenex, 32 seats, red interior, brown-ivory exterior, certificate of fitness May, 1963, £295.

1949 LEYLAND PS1, Burlingham 33-seater body, very clean, certificate of fitness 1963, £295.

1948-47 BEDFORD Vista, 29 seats, choice of several clean coaches, certificate of fitness 1962-63, from £225.

WE specialize in speedy crash repairs. All trimming, painting, signwriting, steam cleaning and bodybuilding can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

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1960 FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type mouldings, choice of two, £3,450.

1957 BEDFORD Duple Super Vega 41-seater, red, fawn interior, with heater and radio, exterior cream-red, certified April, 1964, note the price £2,485.

1956 BEDFORD Yeates Riviera 41-seater, red interior, with radio and top sliders, exterior cream and red, certified November, 1965, £2,285.

1955 BEDFORD Burlingham Seagull 36-seater, red interior, with Formica casings, heaters, etc., exterior red and cream, certified February, 1965, £1,785.

1954 BEDFORD Riviera 36-seater, maroon interior with radio, heater, glass roofing quarters, offset tubular racks, exterior cream-red, well tyred, immaculate, certified December 31, 1963, £1,685.

1954 BEDFORD Duple Super Vega 36-seater, brown-blue interior, with heater, exterior repainted cream and light blue, certified May, 1964, £1,585.

1953 FODEN (Gardner) CB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £1,150.

1952 BEDFORD Plaxton 33-seater, blue interior, heater, exterior two shades of blue, £1,185.

1952 BEDFORD Duple Super Vega 35-seater, blue interior, with heater, exterior repainted cream and red, certified May, 1962, £1,285.

1951 LEYLAND Royal Tiger Bellhouse Hartwell 41-seater, red interior, with heaters, exterior grey and red, certified 1963, £1,185.

1950 LEYLAND PS1 full-front 33-seater luxury coach, attractive red interior, exterior cream-maroon, clean and smart, certified January, 1964, £585.

1949 SEDDON (Perkins P6) full-front 26-seater coach in very clean order, certified April, 1962, note the price £285.

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1952 LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, no bulkheads, all in excellent condition and certified, choice of four £950 each.

1952 A.E.C. Mk. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certified 1962, £895.

LEYLAND PS1 33-seater coaches, all with good, clean, sound bodies and good seats, first-class machines, £325 each.

BRISTOL Super 35-seater service buses, 5LW Gardner engines and 5-speed gearboxes, Burlingham bodies and seats in almost new condition, certified 1962 and 1963, £320 each; choice of 10.

1949 A.E.C. Mk. III 34-seater service buses, all with 9.6 engines, full air brakes and crash-type gearboxes, very lovely order and condition, all certified, £340 each.

1949 A.E.C. high- an low-bridge double-deckers, all fitted with 9.6 engines and full air brakes, good, clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each, choice of 12.

A.E.C. High-bridge 7.7 double-deckers, all with Willowbrook bodies, first-class machines, £295 each; choice of six.

GUY low-bridge 53-seater double-deckers, all with Gardner 5LW engines and 1952 bodies, exceptionally clean, sound machines, £295 each, choice of eight.

LEYLAND high- and low-bridge double-deckers, all first-class machines, with very good, sound, modern bodies; choice of 15, certified late 1962, £295 each.

ALL the above machines carry our three months' guarantee and are fitted with good serviceable or new batteries.

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1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights, fitted with heater, radio and speech amplification, certificate of fitness April, 1962, new engine fitted late 1960, good condition, maroon exterior.

1955 BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

1954 BEDFORD Duple 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

1959 BEDFORD Duple 8-ft. 41-seater, diesel, all extras, new Bedford diesel engine fitted 26.6.61, certificate of fitness 1965.

1960 Thames Burlingham 41-seater, one owner, certificate of fitness 1967.

1960 (1961 model) Thames Duple 41-seater, ex-demonstrator.

1960 BEDFORD diesel Duple 41-seater, one owner.

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NEW 1962 Thames Harrington, Plaxton or Duple. Order now for your own specification and assured delivery for 1962 season.

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1953 BEDFORDS, 35-seaters, Burlingham and Duple bodies.

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1951 BEDFORD Duple, now being recertified can be painted to customer's requirements.

1950 PS1 and PS2 LEYLAND 33-seater, Harrington, certificates of fitness 1963 and 1964.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

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1960, April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.

1959, May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.

1959, March, BEDFORD-LEYLAND 41-seater Super Vega £3,150, blue-grey.

1958, April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.

1958, April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.

1955, May, BEDFORD 38-seater Super Vega, £1,395, cream-blue.

1953, July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.

1959, May, BEDFORD 41-seater Supe Vega, £2,795, blue-grey.

1958, June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.

1958, May, BEDFORD 41-seater Burlingham, £2,595, maroon-cream.

1957, April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.

1956, March, BEDFORD 41-seater Super Vega £2,095, green-cream.

1955, April, BEDFORD 38-seater Super Vega, £1,695, green-ivory.

1954, April, BEDFORD 38-seater Super Vega, £1,550, red-cream.

CHOICE of several of each vintage in stock!

926-329

COMBERHILL MOTORS, LTD.,

INGS ROAD, WAKEFIELD.
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1956 B.M.C. 5-ton Luton van, 1,900 cu. ft., 5.1 diesel, very clean, ready to go to work, £525. Phone, Stepney Green 5522. 926-334

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WANTED, 1956 pantechnicons from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 926-430

WANTED. B.M.C. SIII diesel Luton van, 1,200-cu.-ft. capacity. A. Bolton, 41 Sandringham Drive, Leeds, 17. 926-x7311

MECHANICAL SHOVELS

1952 2-yd. Chaseside shovel, P6 engine, very clean machine, £175.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 926-153

MOBILE SHOPS, CANTEENS, ETC.

SMITH'S used Karrier Bantam long chassis, 1960, completely equipped including "Carrifreeze" grocery shop, mileage under 5,000, £1,475; also Commer diesel, 1957, £795, and Karrier Bantam, 1960, long chassis, 350 miles only, £1,395; 1960 Thames Trader Supermarket with deep freeze, £1,495 and Bedford, Fordson and Morris used mobile shops and canteens for all trades. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 926-12

1955 BEDFORD SB petrol chassis, fitted large mobile shop body, rear entrance, £600.

E. J. BAKER AND CO. (DORKING), LTD., Farnham Trading Estate, Farnham, Surrey. Phone, Farnham 7626-7. 926-523

MUNICIPAL VEHICLES

SIX refuse-collection vehicles, three Karrier CK3 low-slide loaders, one Karrier CK3 rear loader, one Ford Costcutter side-loader, one Bedford side-loader. Disposal of above vehicles on account of contract expiring, seen working till 31.9.61. Offers for all or any. F. Norman-Sons, Ilkeston, Derbys. Ilkeston 5433. 927-x7202

REFRIGERATED TRANSPORT

BEDFORD 30-cwt. refrigerated boxvan, complete with compressor, recently overhauled, new diesel engine. Over Hall Garages, Ltd., Staines Rd., Bedfont, Middx. Ashford 5741. 926-90

IMMEDIATE delivery new Ford Thames Trader 1½-ton 4D diesel, refrigerated van of 320 cu. ft. capacity, Sparshatt container-in-body construction with Prestcold plant and holdover plates for —5 deg., £1,675.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 926-358

TANK WAGONS

950-GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Fagas Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 926-354

Miscellaneous Vehicles (contd.)

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types; list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. zzz-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-841

2,500-GALLON tanker, A.E.C. 6 x 6 diesel, low mileage, first-class condition, £1,250.

A.E.C. Matador, with winch, first-class condition, low mileage, £650.

AUSTIN 4 x 4, first-class condition, low mileage, £100 each.

3,600-GALLON tanker, 6-compartment Eliptical, £160.

ROBERT DIXON, LTD., Hunsdon, near Ware, Herts. Stanstead Abbots 301. 926-21

TWO new Scammell articulators, 3,600 gallon, pressure discharge. New Caledonian 4,000-gal. spirit tanker, New Austin 2,000-gal. tanker, lagged. Immediate delivery. Will separate either. 1957 Bedford tanker, 2,400 gallon, articulated. 1958 Leyland, 3,600 gallon, pressure discharge, 1953 pump.

HATTER BROS., AUSTIN agents, of Grays. Phone, Purfleet 5488. 926-144

1952 LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump; choice of several.

1956 B.M.C. 1,200-gal. fuel oil or spirit tanker with pumps (petrol or diesel); choice of six.

1956 BEDFORD 1,200-gal. fuel oil or spirit tanker with pumps (petrol or diesel); choice of four.

1953 DENNIS diesel 1,500-gal. 4-compartment spirit tanker.

1950 AUSTIN diesel 1,000- and 1,200-gal. tankers, choice of 20, from £150 to £250 each.

1953 BEDFORD articulated 2,400-gal. 4-compartment spirit tanker with pumps; choice of several, excellent condition.

1956 BEDFORD diesel Scammell unit with 2,000-gal. 4-compartment trailer with pump.

1951 COMMER 1,800-gal. 4-compartment, very clean.

SEVERAL vehicle tanks only from 800 gal. to 3,600 gal.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 926-154

1954 FODEN articulated 3,500-gal. tandem-axle stainless milk tank, in first-class order, one owner since new.

1957 BEDFORD articulated 2,000-gal. milk tanker, Leyland 350 engine, in excellent order.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 926-274

1,750-GALLON stainless-steel, single-compartment, insulated tank, gravity discharge, brand new, immediate delivery. Barton Townley, Ltd., Lancaster. 926-489

SCAMMELL tractor, 1948 Meadows engine, perfect condition, complete with 3,500-gal. 5-compartment aluminium spirit tank on Carrimore semi-trailer, tandem axles, 14.00 x 20 tyres, ex-petroleum company, £1,250 o.n.o. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 926-441

FODEN 6-wheeler, double-drive 1850 3-compartment lagged tanker, £575.

A. E. CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 926-411

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. zzz-839

B.M.C. 1960 long-wheelbase steel bodies, double-drop-sided tippers, 18,000 and 21,000 miles only, reconditioned throughout, any inspection. Commercial Sales, 236 Alum Rock Rd., Birmingham, 8. Eas 3046. 926-xA7001

FODEN long-wheelbase F.G. tipper, all-aluminium body, 26-cu.-yd. capacity and sub-frame Pilot U.7 gear, all as new, £1,350. Phone, Guildford 60214 or Normandy 2274. 926-6382

MAUDSLAY 8-ton tipper, 1950, excellent condition, A.E.C. engine. 49 Shipton St., York. Phone 55913. 926-x7038

1959 COMMER TS3 diesel 10-ton tipper, air brakes, etc., £950. Box CM2510, care of "The Commercial Motor." 926-x7042

1956 BEDFORD short-wheelbase tipper with R6 diesel engine, fitted with Pilot tipping gear and panelled wood body, 9.00 x 20 tyres, in good running order, £345.

1954 BEDFORD short-wheelbase tipper with R6 diesel engine, fitted with U-type all-steel body, 9.00 x 20 tyres, in good running order, £245.

1958 BEDFORD short-wheelbase tipper, 300-cu.-in. diesel engine, 2-speed axle, U-type all-steel body, 9.00 x 20 tyres, clean and good runner, £525.

VINCENT GREENHOUS (HEREFORD), LTD., Lyde Motor Works, Hereford 2347. 926-50

1961 Thames Trader 75, 138-in. wheelbase, with Pilot OV3 tipping gear, works mileage, £1,290.

1956 DODGE, short wheelbase, R6 engine, 7-ton, £150.

1957 BEDFORD 7-ton long-wheelbase, Comet engine, £575.

1958 COMMER TS3 short-wheelbase, £575.

1956 E.R.F., 4LW, medium wheelbase, £850.

1954 BEDFORD 7-ton S-type, short wheelbase, petrol, £90.

1952 BEDFORD 5-ton O type, short wheelbase, petrol, £75.

ALWAYS 20 new tippers in stock.

24-HOUR service for Pilot and Edbro tipping gears and spares.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457 926-76

Miscellaneous Vehicles (contd.)

29,000 Miles only, BEDFORD 5-cu.-yd. steel drop-side tipper, first registered 1958, £475. Reigate 2263. 926-95

FOUR 1953-55 DODGE hydraulic tippers, wooden and steel bodies, £150-£225. East Greenwich Garage, Trafalgar Rd., S.E.10. Gre 4881. 926-120

1959 7-ton FORD Trader long-wheelbase hydraulic tipper, Eaton axle, new engine February, repainted. Wanted, Bedford pantechnicon, approximately 1,200 cu. ft., must be in good condition. Evans Transport, Gladstone St., Kirkby in Ashfield, Notts. Phone 2273. 926-256

1954 LEYLAND Steer, 600 engine, fitted with 19-ft. steel tipping body, very good order throughout.

1959 FORD 7-ton Trader, 160-in. wheelbase, fitted 4-ft. fixed-side steel tipping body and 2-speed axle.

1959 J-type BEDFORD three-quarter-wheelbase steel tipping body, 2-speed axle.

R. JUSTICE, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 926-175

BROWNHILLS MOTOR SALES,
LEYLAND. ALBION. SCAMMELL.

1958 DODGE long-wheelbase tipper, 350 engine, £600.

1957 LEYLAND long-wheelbase tipper, reconditioned engine, Eaton axle, £850.

1957 COMMER TS3 short-wheelbase tipper, £400.

1956 COMMER TS3 short-wheelbase tipper, £300.

1957 COMMER TS3, short-wheelbase tipper, £450.

1956 DODGE R6 short-wheelbase tipper, Eaton axle £450.

BROWNHILLS MOTOR SALES,
WATLING STREET (A5),
BROWNHILLS,
STAFFS.
Phone, Brownhills 2525-6-7. 926-171

1958 ATKINSON 8-wheeler, 26-yd. body.

1959 ATKINSON 8-wheeler, 6LX bulk body.

1959 E.R.F. 8-wheeler, bulk Fibreglass body, unladen weight under 8 tons.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 926-188

1956 Long-wheelbase BEDFORD diesel tipper, 300 engine, £275.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5563. 926-317

NEW BEDFORD TK diesel 7-ton, Telehoist tipper, 2-speed axle, 9.00 x 20 tyres immediate delivery. Silver Line Motors, Welwyn Garden City. Phone 24132. 926-408

1960 Thames Trader 7-ton medium-wheelbase tipper, 8-cu.-yd. drop-side aluminium body, £775.

1960 FORD Trader 7-ton diesel short-wheelbase Hydrovac brake tipper, £750.

1959 BEDFORD forward-control short-wheelbase tipper, diesel 2-speed axle, 7-ton, £485.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 926-401

HYDRAULIC TIPPING GEARS AND BODIES AVAILABLE FOR MOST POPULAR MAKES AT

WELFORD ENGINEERING (OLDBURY), LTD.,
HAINGE ROAD, TIPTON.
Phone, Tipton 2721. 926-168

THREE 1955-6 7-ton DODGE tippers, 5-speed box, 2-speed axles, good engines and tyres, £450 each.

TWO 1959 7-ton BEDFORD tippers, Bedford engines, 2-speed axles, steel bodies, good tyres, £600 each.

1947 Long-wheelbase tipper, P6, 2-speed axle, steel body, strong springs, offers. Any trial by appointment.

G. F. MOORE (HAULAGE), LTD., Nether Kellet, Carnforth, Lancs. Phone 93. 926-x7338

1955 COMMER TS3 7-ton tipper, Pilot body, 9.00 x 20 tyres, C licence holder, good condition, £225. Apply F. and F. Beattie, Ltd., Transport Dept., Mathews St., West Gorton, Manchester, 12. Phone, East 1897. 926-497

1954 A.E.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body, Edbro gear, air brakes, £1,350.

CHAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 926-349

A. SPRINGALL, LTD.

THAMES Trader 6-cu.-yd. tipper, 200 miles only, virtually as new, £1,250.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 926-399

1958 FORD Trader 7-ton diesel 11-ft. 6-in.-wheelbase tipper, Eaton 15600 rear axle, Pilot alloy tipping body and V3 gear, 9.00 x 20 tyres, C licence owner, good condition, £525. Box CM2623, care of "The Commercial Motor." 926-498

1960 BEDFORD 6-wheel tipper, York third axle, 400 diesel, twin ram gears, panelled body, in very clean and sound condition.

1959 Short-wheelbase COMMER TS3 diesels, wood and steel bodies; choice of two.

1959 FORD Trader steel-bodied short-wheelbase tippers; choice of two.

GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 926-371

Miscellaneous Vehicles (contd.)

1961 GUY Invincible 8-wheel long-wheelbase tipper, Edbro front-end tipping gear, triple drop-sided body, Gardner 6LX engine, 6-speed box, double drive, air brakes, many extras, almost as new vehicle, negligible mileage, bargain, £3,500.

1960 BEDFORD 5-type long-wheelbase bulk tipper, 300 engine, 2-speed axle, very low mileage, in first-class order.

1960 BEDFORD J-type tipper, 300 engine, 2-speed axle, Edbro twin-ram, in excellent order, choice of three.

1960 DODGE 6-wheel tipper with Leyland 350 engine, 2-speed axle, air brakes, Edbro twin-ram gear, in very good order, well maintained.

1960 COMMER TS3 10-yd. tipper, air brakes, low mileage, in excellent order.

1951 A.E.C. 8-wheel tipper with large alloy body, 9.6 engine, 5-speed box, air brakes, all new tyres, late property of well-known firm, in first-class order, £800.

1949 A.E.C. 8-wheeled tipper with large wooden body, nearly new tyres, 9.6 engine, double-drive, in first-class running order, £750.

1959 Thames Trader long-wheelbase bulk tipper, in good running order, £650.

ALSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 926-276

FIVE 1959 7-ton Trader tippers, 9.00 x 20, well shod and maintained, out of fleet of 25 Traders, £550-£600 each. Cab heaters, 3-piece wheels with premium tyres. Crarae Granite Co., Ltd., By Inveraray. 926-384

Tipping Lorries Wanted

WANTED, BEDFORD A-type petrol- or diesel-engined short-wheelbase tippers, with or without bodies. Faulkners (Transport), Ltd., Wallington, Fareham, Hants. Phone, Fareham 4234. zzz-871

WANTED 6- to 7-ton late model long-wheelbase diesel tipper, with drop sides, low mileage. State condition and price, etc. Box CM2626, care of "The Commercial Motor." 926-x7332

TRACTORS

1959 B.M.C. tractor unit, 5.1-litre diesel engine, 2-speed axle, 9.00 x 20 Michelin X tyres only slightly worn, 5th-wheel coupling, vacuum brakes, heater, etc., owner-driven, £700. Furrows, Ltd., Coton Hill, Shrewsbury. Phone, Shrewsbury 3631. 927-6394

1957 A.E.C. Mandator, 9.6 engine, 6-speed box, over-drive and tandem axle, York semi-trailer, 5th-wheel coupling, £2,250.

1957 A.E.C. Mandator, 9.6 engine, standard 5-speed box, 5th-wheel coupling, £1,250.

1950 COMMER Q4, P6 engine, 2-speed axle, Scammell coupling, 20-ft. Hands drop-side trailer, £175.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 926-77

GARDNER 4LWs. Unipower suitable spares, £125.

A. R. LEWIS, 15 Farm St., Birmingham, 19. Nor 8933 and Har 3935. 926-133

1959, October, B.M.C. heavy-duty tractor unit, only 37,000 miles, 5.1-litre diesel, 9.00 x 20 tyres, slightly worn, fifth wheel coupler, vacuum brakes, fully recommended at £675.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 926-194

25-TON SCAMMELL, 6LW Gardner, 40 x 8 tyres, sound condition.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 926-352

INTERNATIONAL TD9 caterpillar tractor, 9 ft. hydraulic blade, very good order, £425. Horley 4536. 926-378

1959 ATKINSON 6LW, fifth wheel tractor unit, 26-ft. trailer, £1,600.

1959 B.M.C. 7-ton diesel, Scammell unit, C licence, £550.

A. E. CONNORTON, LTD., 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 926-410

1956, October, DODGE-SCAMMELL unit, P6, 2-speed, one owner, £250.

PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Vandyke 6188. 926-339

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. zzz-883

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-962

Miscellaneous Vehicles (contd.)

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. zzz-912

E. C. G. TRAILERS, LTD.

HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.
NEW TRAILERS, ANY PICK-UP.
IMMEDIATE DELIVERY
YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW.

96 HACKFORD ROAD, S.W.9.

REL 3852-3. 940-6163

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechnicons and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. zzz-895

TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

SUITABLE for most kinds of prime mover, Land Rover, vans and cars.

COUPLINGS available. Taskers S.A.E./S.M.M.T. or fifth-wheel type. Taskers D-S double-safety automatic, also mechanical horse.

TRAILERS now in stock include: 10-, 12-, 14- and 16-ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (DS); 12-ton step-frame low-loader (DS) and 14-ton step-frame low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer.

FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams. "Taskers-Andover-Telex."

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. zzz-900

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Ignition, Liverpool." zzz-829

30-TON low bed semi-trailer, 15-ft. well, eight 14.00 x 20 tyres, £250.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-922

15-TON B.T.C. four-in-line 1179 model, £927.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 926-78

ARLINGTON MOTOR CO., LTD.

NEW Scammell 12-ton 25-ft. trailer from stock.

HIGH ROAD PONDERS END, ENFIELD, MIDDX. Howard 1266. 926-127

TWO flat-bottomed semi-trailers with S.A.E. fifth-wheel king pins, Davies front legs, one Dyson, one Tasker, vacuum braking. Apply C. R. Claridge and Sons, Ltd., The Basin, Exeter. 927-6408

NEW 11-ton 25-ft. trailer, Scammell coupling, 9.00 x 20 tyres, hardwood floor, £450 used tyres, £510 new tyres.

RECONDITIONED 25-ft. Scammell trailer, 36 x 8 tyres, £350.

1-TON 2-wheel trailers, as new, £40 each.

CAMERON GARAGE, rear of 180-186 Park View Rd., Welling, Kent. Bexleyheath 1747. 926-148

1959 (Late) Scammell Highwayman articulated unit and Scammell 25-ton low-loader, 20 ft. in well trailer, 6LX engine, in first-class order throughout, bargain.

10-12 articulated low loader, 18 ft. in well, knockout axle, as new and unused, £550.

BRAND-NEW Scammell 12-ton 25-ft. platform trailer, £550.

B.T.C. 4-in-line 10-12-ton 26-ft. platform trailer, £450.

ALSO many other types of trailers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 926-279

Miscellaneous Vehicles (contd.)

SALE. Crane 4-wheeled trailers, 17-ft. flat, dual vacuum 2-line air braking systems, 10.00 x 20 tyres, good condition, choice several. W. and J. Riding, Ltd., Longridge, near Preston, Lancs. Phone, Longridge 3241. 926-261

23-FT. 10-ton Scammell trailer, £275; choice of six. 4 Carruthers St., Liverpool, 3. Cen 2047. 926-242

BIRD'S COMMERCIAL MOTORS, LTD.,

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone, Stratford-on-Avon 3222-3-4, 2136.
Telegrams, "QUICKSALE."

TRAILERS.

EIGHT U.S. Army 20-ft. trailers with large box bodies ideal for mobile workshops or offices, fitted with air brakes, front bogie detachable with articulated and fifth wheel couplings. Prices on application. 926-185

FOR sale. Ex R.A.F. 30-ft. trailer, low loader, 29 x 8 twin tyres all round, good condition room required, price £750. Phone, Southport 2901. 926-x7269

7-10-TON 8-wheeled flat platform trailer chassis, manufactured Templewood Engineering Co., length 21 ft. 6 in. with 7 ft. 6 in. width, fitted twin wheels front and rear, tyres size 29 x 8 as new, fitted air brakes, with piping attachments, £275. L. A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597. 926-454

TASKER trailer, 22 ft. 8 tons, offers. Sands, 40 Carlisle Lane, London, S.E.1. Waterloo 4781. 926-xB7333

L. F. DOVE (C.V.), LTD.

BROCKHOUSE distributors for London and Home Counties.

NEW Brockhouse trailers, 6-, 8- and 10-ton straight and drop-frame available from stock, all with automatic interchangeable couplings.

L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 926-506

TWO 30-ft. Tasker trailers.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 926-316

16-FT. Tasker box trailer, ex W.D., £100. J. R. Swanston, Colnbrook 2741, Bucks. 926-343

10-TON Tasker low-loading trailer, knock-out axles, 12-ft. well.

ROGERS 45-ton trailers, choice of two.

CARRIMORE 25-ton, 20-ft. well, knock-out axles.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 926-351

Trailers Wanted

CASH offer for special A-licence trailer. Everley Bros. Ltd., Hayes (Middlesex) 5033. 926-135

ARTICULATED van trailers. Masons, Removers, Wavertree, Liverpool. 927-6391

10-TON low loader trailer, Tasker preferred, single axle, knock-out rears, would consider purchasing unit also. Phone, Bury, Lancs. 3004 (after 6.30 p.m.). 926-x7344

WANTED: Low loading trailer, 10-12-tons, 18-ft. well, Scammell coupling. Fred Smaylam and Son, Ltd., Charles St., Bolton. 926-xB7329

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. 5th-wheel coupling, factory reconditioned, exchange service and spares. Thundridge, nr. Ware, Herts. Ware 2288-9 or Hertford 3334. zzz-862

TRANSPORTERS

1959 COMMER TS3 double-deck car transporter, in first-class order, one owner since new.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 926-277

SPARE PARTS AND SUPPLIES

A.E.C.

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-649

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-965

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SPARES for most types available. zzz-913

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-939

NEW reconditioned transfer boxes for Matador, new injector pumps. Cundey and Stewart, Ltd., Alfreton, Derbys. Leabrooks 477. zzz-668

Spare Parts and Supplies (contd.)

1953 A.E.C. 8-wheeler, all spares including 5-speed gearbox. Commercial Vehicle Spares (Morley), Scotchman Lane, Morley, Yorks. Phone 1847. 926-915

ALBION

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-966

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JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SPARES for most types available. zzz-914

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ATKINSON

USED UNITS. Whittlefield, Burnley (phone 2262). Dismantling 4-, 6- and 8-wheelers, all models. zzz-777

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-967

AUSTIN

WHOLESALE stockists. Prynn and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. zzz-832

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SPARES for most types available. zzz-915

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C. G. NORMAN (COMMERCIAL), LTD.,
OFFICIAL AUSTIN DISTRIBUTORS.
Main Spare Parts Stockists.
AUSTIN SPARE PARTS AND COMPONENTS.
50 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.
Victoria 2211. zzz-764

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-941

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BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel, also conversions, hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 62221-5. London Depot: 258-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 6262. zzz-731

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S/H Pilot twin-ram underbody gear, 12-tons capacity, £45. Twin-ram behind cab gear, £30. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-908

SPENBOROUGH tippers, power hydraulic, handscrew and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-900

PILOT tipping gear spares. Full range of parts always in stock at—
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MILSHAW tipping gears. Inquiries to Birch Lane, Bradford. 926-781

WESTON tipping gear.

MAIN agents London Home and Southern Counties. Full service facilities and large stocks of replacement units and spares.

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CONSULT us on all tipping-gear problems.

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REPLACEMENT P.T.-9. PUMP UNITS AND RAMS ALWAYS IN STOCK.
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Phone, Tipton 2721. 926-169

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MIDLAND distributors.
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WANTED PTO-Pump for A.E.C., 4-speed gearbox. Dodd, Dromara, Co. Down. 926-x7100

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15-FT. heavy steel wire tow ropes, complete with hook and chains, £3 each; carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477. 926-805

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36 X 8, 12-ply £23; 7.50 x 20 Cross Country or civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.
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1100/1050 x 20 (12-ply) Avon, India, Michelin, etc., £16 15s. each.
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All above are NEW (Government surplus).
GORDON L. POOLE AND CO., LTD.,
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THE BRITISH RUBBER CO., Station Buildings, Station Rd., Baildon, Yorks. Phone, Shipley 55427. zzz-891

24 11.00 x 20 tyres, wheels 95% new, £10 each, offers for lot.
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NEW 9.00 x 20 10- and 12-ply Goodyear tyres, tubes and flats, 50 at £20 each. Discount quantity. Tring 3146. 926-151

TYRES for sale: "Surplus to Export Demands." Part-worn tyre bargains, all sizes in stock. Examples: 7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash-cheque-postal order with order. Prices include delivery. We are receiving regular repeat orders from many large concerns all over the country. All goods sent on 14 days' approval against our money-back guarantee, whether used or unused. Write or phone for quotation for any sizes not shown.
REF. CM. The Sterling Tyre Co., Ltd., First Avenue, Montagu Industrial Estate, Edmonton, London, N.18. Phone, Edmonton 7375. 926-466

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WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-936

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2,000 Wheels in stock of all types and sizes. English and American. zzz-938

SECOND-HAND wheels, most sizes in stock, reconditioned as new. Philip Lee, Ltd., Rutland St., Ilkeston, Derbys. Phone 3590. 927-6226

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BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. zzz-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 5237[1, for Bedford wheelbase extensions and York third-axle conversions. 932-6270

ARTERIAL MOTOR BODIES, LTD., Salhouse Rd., Norwich. Phone, Norwich 46222, undertake guaranteed wheelbase chassis extensions on all makes. zzz-901

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WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. zzz-823

MISCELLANEOUS ADVERTISEMENTS

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BY ORDER OF MESSRS. H. BALDREY

PARK BARN GARAGE,

ALDERSHOT ROAD, GUILDFORD.

HAULAGE AND CONTRACTORS' VEHICLES

AND

EQUIPMENT,

INCLUDING

22 Bedford and Ford 5-7-ton tipper lorries, two Bedford lime spreaders, low loader, breakdown vehicle, Ford van, two Michigan and Allen 5-ton cranes, four Weatherill and Chaseside shovels, Aveling Barford 4-ton roller, spares, accessories and tools.

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ON THE PREMISES, WEDNESDAY, SEPTEMBER 27, 1961.

CATALAGUES (price 6d.) of the Chartered Auctioneers, Estate Office, Godalming (phone 1722). 926-24

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E. ♔ R.

CENTRAL ORDNANCE DEPOT, BICESTER, OXON

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BY

MIDLAND MARTS, LTD.,

OF

GOVERNMENT SURPLUS BRITISH AND AMERICAN VEHICLE SPARES, BATTERIES, GENERATORS AND SPARES, ENGINEERING SPARES, ETC.,

INCLUDING:

Bedford oil pumps, brake shoes, gaskets, Comet and Churchill gearboxes, Comet clutch assemblies, Daimler gearboxes and bevel boxes, Austin, Morris and Daimler spares, Mack, International and Caterpillar spares, Track rollers, leaf springs, 14,000 6-v. batteries, etc.

59 Lister generators, 15 kVA., 230 v., Onan power units, 767 charging sets, 1,230 w., 35 v. Generator spares, etc.

WHICH WILL BE SOLD IN LARGES AND SMALL LOTS TO SUIT ALL PURCHASERS

ON

TUESDAY AND WEDNESDAY, SEPTEMBER 26 27, 1961, AT 11 A.M. ON EACH DAY.

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BUSINESSES, PREMISES, OFFICES, ETC.

TOTAL share capital private operating company for sale: assets: 11 tons plus of open general A licences on two artics, six vehicles, tax losses and capital allowances of £15,000, transferable loans of £11,000. Liabilities nil. Principals only by letter, please, to: J. M. L. Muir, C.A., Seer Green, Beaconsfield, Bucks. 926-6388

HAULAGE business for sale, as going concern, with 30-ton A licences in Metropolitan and South Eastern traffic areas, modern fleet of vehicles employed all year round, exceptional turnover, limited company. Write Box CM2514, care of "The Commercial Motor." 926-x7101

FOR sale. Coach business, industrial town in Home Counties, two diesel coaches, daily works and school contracts and private hire, easily operated, good potential, owner now has other interests, £2,500 o.n.o. for quick sale. Box CM261, care of "The Commercial Motor." 926-27

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THREE-BEDROOMED bungalow and garage, newly erected, h. and c.

MAINTENANCE garage and workshop, 50 ft. by 30 ft., 20-ft. pit, only one year old.

GARAGE bays for six lorries and a number of other buildings.

OFFICE and telephone.

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Miscellaneous Advertisements (contd.)

MANCHESTER. Removal and storage, limited company, five A, one B, one contract, small warehouse, yards, etc., old established, excellent connections. Box CM2627, care of "The Commercial Motor." 926-x7331

HAULAGE tipping business for sale, £20,000 turnover, Essex area. Box CM2617, care of "The Commercial Motor." 927-6416

GARAGE, West Lothian, for sale, good situation on main road to Kincardine Bridge and very near new B.M.C. factory at Bathgate. The bargain will include equipment, goodwill, etc. Further particulars from and offers to Campbell and Co., C.A., 2 Melville St., Edinburgh, 3. Phone, Cal 4547. 926-213

DIESEL injection business for sale, situated in Home Counties, fully equipped workshop, handling all types of injectors, also A-, B-, AA- and N-type injection pumps. Full details from Box CM2620, care of "The Commercial Motor." 926-290

HAULAGE business for disposal, South Cheshire district, 25-ton B licence. Box CM2618, care of "The Commercial Motor." 926-287

A Licence, one vehicle, normally livestock, North Kent, business for sale. Ralph Cropper, 49a Eagle St., Holborn, W.C.2. 926-283

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BOX NUMBERS should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

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HAULAGE business in North Wales for disposal, two A and two B tippers, owner retiring. Offers. Box CM2611, care of "The Commercial Motor." 926-x7259

HAULAGE business, Birmingham, comprising three vehicles with A licences, approximately 10 tons, for most goods, Great Britain only, £3,950.

LIMITED company, based Manchester, two B licences, very wide user conditions, £950.

BEDFORD with A licence, North West Area, limited company, £1,250.

1957 BEDFORD 7-ton long-wheelbase lorry with A licence, South Eastern Area, general goods, £1,975.

FULLER particulars of the above supplied on request and some hire-purchase terms are available

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HADFIELD,
HYDE, CHESHIRE.
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AFTER HOURS 2356. 926-220

BORDERS East/West Midlands, old-established removals, storage, transport business, large town but no national competition, six vehicles, four A, two B, £12,000. In addition commodious storage and garage premises can be purchased or leased, owner anxious to retire will give every reasonable financial assistance by way of H.P. and mortgage. Box CM2612, care of "The Commercial Motor." 928-x7230

Businesses, Premises, Offices, Etc., Wanted

HANNIBAL MOVEMENTS require small A/B licence businesses for sale, state price and vehicle details to 2 Rangoon St., E.C.3. zzz-925

WANTED: Haulage business with "B" licence, general goods Metropolitan area, full details Box CM2516, care of "The Commercial Motor." 926-x7158

HAULAGE BUSINESS wanted in the Cheshire Area. Tipping vehicles. Box CM2610, care of "The Commercial Motor." 928-6409

WANTED, 7-8-ton lorry, B licence, Norwich area. Box CM2624, care of "The Commercial Motor." 926-x7342

Miscellaneous Advertisements (contd.)

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.,

HADFIELD,
HYDE, CHESHIRE.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 926-219

HAULAGE business, general goods, Met. area, from 5-20 tons. Percy D. Steeman, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 926-511

CONTRACTS FOR HIRE AND WANTED

REGULAR contract work required, A-licensed vehicle, two flats, two Lutons. All offers answered. Box CM241, care of "The Commercial Motor." 926-494

BULK haulage required for general A licence large-capacity tippers. Box CM2413, care of "The Commercial Motor." 926-396

OWNER-DRIVER requires contract for 8/10-ton lorry. Box CM2613, care of "The Commercial Motor." 927-x7231

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CONTRACT hire of Land Rovers and light vans.

DORMOBILES or 12-seaters for sale or hire.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 926-214

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WANTED, Coventry-Climax diesel fork-lift truck or similar, 4,000 to 5,000 lb. capacity. Fred Smaylam and Son, Ltd., Charles St., Bolton. 926-RA7329

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SELECTION of steel and timber fork lift pallets, 40 x 32, 48 x 30, 48 x 40, 56 x 48, 72 x 48, etc.; also 15-cwt. hand-elevating trucks and stillages. Rosefield Salvage Co., Dumfries. Phone 533 or 862. 929-6404

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Acorn 2398.

BEST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 926-655

MISCELLANEOUS

1960 B.M.C. tippers, 7-ton, reconditioned through out, two only. 1959 Traders, long-wheelbase flat, two only. 1958 Trader, Baico extension. 1957 Commer short-wheelbase tipper. 1952 Thames steel fixed-sided tipper, P6. Atlas pick-up, 1959. Offers, part or lot. To inspect phone, East 3046, Birmingham. 926-xD7001

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A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., or "No pass, no fee" terms. Over 90% successes. For details of exams. and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148 page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

WORKS Director.

A Vacancy occurs at Board level in a well-known transport company (based in London and Home Counties) for an energetic and ambitious young man with a strong engineering and managerial background. Salary is virtually no object if the right man can be found. Important nature of appointment necessitates company's anonymity at this stage. Apply in confidence stating full particulars to Box CM245, care of "The Commercial Motor." 927-6368

VAUXHALL and Bedford salesman required. Write giving fullest particulars to Sales Manager, G.N. Ltd., 278-300 Balham High Rd., S.W.17. 927-6401

Miscellaneous Advertisements (contd.)

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C.W.S. BAKERY DIVISION,
OXFORD.

THIS is a new appointment for a transport manager to be responsible for a mixed fleet of approximately 150 vehicles. The person appointed must have the technical ability to supervize maintenance and minor repairs and to arrange for major repairs where necessary. He must also be able to undertake the administration and costing of this fleet.

APPLICATIONS, stating age, experience and salary required, should be addressed to the C.W.S., Ltd., Central Labour Department, 1 Balloon St., Manchester, 4, endorsed Transport Manager, Oxford, Bakery Division, to be received not later than September 25. 926-18

WHY not live on the Norfolk Broads? Congenial employment with a prominent main Ford dealer is awaiting an experienced go-ahead commercial vehicle salesman. Salary, generous commission, with transport provided for the successful applicant, who will be assured of every support. Applications in the strictest confidence to F. T. Brown, Commercial Sales Manager, Mann Egerton and Co., Ltd., 37 Surrey St., Norwich. Nor (87) B. 926-6380

AUTOMOBILE clerical appointment. An established syndicate of motor underwriters have an opening for a male clerk aged 22-27 years with costing office or estimating experience of a clerical character, either with manufacturers or automobile repairers, to train as an accidental damage claims clerk, office hours, Monday to Friday, 9.30-5.30, pension scheme and other comparable facilities. Please reply in writing giving particulars of age, experience and education, also salary required to Box CM242, care of "The Commercial Motor." 926-6383

EXPERIENCED commercial vehicle salesman of superior calibre, with first-class sales record, and with the practised ability to negotiate at all levels is required by progressive and long established Rootes main dealers to head fleet sales force. This junior executive position is a permanent pensionable appointment with excellent prospects and will appeal to the man with managerial ability unlikely to rise to executive status in his present employment. Apply in writing, giving fullest details to the Secretary, Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. 927-6399

EXPERIENCED body shop foreman for commercial vehicle body building. Must have experience in steel and alloy construction. Give full particulars of experience and wages required. Transport Trading (Vehicles), Ltd., Clovelly Rd., Southbourne, nr. Emsworth, Hants. 927-6398

GOOD storekeeper/counter hand required, high wages with excellent prospects. Apply Green Garage, Ltd., 641 Staines Rd., Bedfont, Middlesex. 929-6396

Miscellaneous Advertisements (contd.)

EXPRESS OF CLERKENWELL 4425

HAVE VACANCIES FOR:—

FITTERS

with or without diesel experience, for new commercial vehicle service department opening shortly, good rates and clean conditions.

COMMERCIAL VEHICLE SALESMAN

FOR CAR SALES DEPARTMENT.

ALSO

PETROL PUMP ATTENDANT.

150 GOSWELL ROAD, E.C.1. 926-9

AUSTIN distributors on Merseyside require additional commercial sales staff.

COMMERCIAL vehicle salesman with experience in selling new and used vehicles.

FLEET salesman experienced in this field and able to negotiate at high level.

BOTH positions are pensionable with high basic salary, commission and car supplied.

APPLY to Commercial Sales Manager, Box CM262, care of "The Commercial Motor." 928-6390

TRAFFIC manager required for expanding north London A-licence fleet. Whilst general working knowledge of office side is required the main emphasis would be on ability to attract custom and expand. Good salary and commission with prospects of partnership without financial investment. Accommodation may be available. Write Box CM265, care of "The Commercial Motor." 927-6389

LEADING manufacturer wishes to appoint wholesale truck sales representative to cover the four Midland Counties. Applications are invited in confidence from experienced men. Box CM266, care of "The Commercial Motor." 926-48

PAINTER required by firm in Southern England. Knowledge of spraying an advantage. Accommodation. Box CM269, care of "The Commercial Motor." 926-139

DRIVER-MECHANIC required by Coach company in Southern England. Electrical knowledge beneficial. Accommodation. Box CM268, care of "The Commercial Motor." 926-138

B.M.C. And Vauxhall/Bedford Garage urgently require a skilled fitter, modern flat available, private pension scheme, good wages paid to suitable applicant. Please apply to Logsdon's Garage, Ltd., Royston, Herts. Phone, Royston 2281. 927-6415

AN assistant service manager is required by a vehicle distributor shortly opening a new branch in S.E. London; the successful applicant must be experienced in this field and able to organize and control staff. Write full details of education, experience and present salary to Box CM2622, care of "The Commercial Motor." 927-425

Miscellaneous Advertisements (contd.)

JOSEPH RANK GROUP

GARAGE MANAGER.

AN IMPORTANT SUBSIDIARY COMPANY IN BIRMINGHAM OF THE BAKERY DIVISION OF THE JOSEPH RANK GROUP REQUIRES A GARAGE MANAGER.

Applicants, who should be under 45, must have completed a recognized period of practical training, must have had supervisory experience, and be competent to assume responsibility for the adequate maintenance and repair of a fleet of over 150 vehicles.

Experience in controlling the day-to-day operation of a fleet of vehicles would also be most advantageous.

An attractive salary is envisaged, and there is contributory superannuation.

Apply in confidence, giving age, details of current appointment and experience to

REGIONAL PERSONNEL MANAGER,

BRITISH BAKERIES, LTD.,

115 GOLDEN HILLOCK ROAD,
SMALL HEATH, BIRMINGHAM, 10.

926-230

NEW sales office being opened in Newcastle for National distributors of bulk handling vehicle equipment. Tremendous sales potential. Car supplied. Pension scheme. Excellent future assured for right applicant. Box CM2616, care of "The Commercial Motor." 926-245

TRANSPORT manager's assistant required, aged 25-30, by progressive transport company. Box CM2411, care of "The Commercial Motor." 926-438

STORES assistant, aged 20-25, required by heavy transport operator for stores issues and records. Box CM2412, care of "The Commercial Motor." 926-439

FITTERS, experienced in heavy commercial chassis and engines, required. Apply Box CM218, care of "The Commercial Motor." 926-440

EXPERIENCED commercial vehicle salesman required by Rootes main dealers in west Surrey and part of Hampshire; excellent prospects, superannuation scheme. Apply in writing, stating experience, age, etc., to A. Gray and Co., Ltd., Woodbridge Meadows, Guildford, Surrey. 926-465

SITUATIONS WANTED

SHOP foreman, transport, repair, shortly available, owing closure of London depot of nationally known vehicle manufacturers. Position required southern England. Box CM2512, care of "The Commercial Motor." 926-x7074

DIESEL Engineer, practical experience with engines and diesel injection equipment, 20 years with all types of commercial vehicles. Available September 30. Southern counties preferred. Box CM2621, care of "The Commercial Motor." 926-291

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EXPERIENCED Senior Sales heavy commercials, trailers, plant, etc., requires position with manufacturing distributors, thorough knowledge C/V trade. Box CM2619, care of "The Commercial Motor." 926-289

EXECUTIVE, aged 36, with 20 years' experience of passenger and freight road transport operation in publicly-owned transport undertaking, including senior managerial posts, seeks opportunity in industry; minimum salary £2,000 per annum with good prospects of advancement. Box CM263, care of "The Commercial Motor." 926-28

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Tenders to be lodged with the undersigned by 10 a.m. on Monday, October 2, 1961.

LAWRENCE ALLEN, TOWN CLERK. 926-33

Miscellaneous Advertisements (contd.)

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THOMAS ALKER, Town Clerk. 926-52

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The 24th ordinary general meeting of Stevinson, Hardy & Co., Limited, was held on September 7 in London, Mr. H. L. Stevinson (chairman and joint managing director) presiding.

The following is an extract from his circulated statement:

The Group Profit for the twelve months ended 31st March, 1961, amounted to £428,912 compared with £466,028 for the previous twelve months; in the latter you will remember we included a figure of £63,772 for profits not strictly earned during that year. In effect the true comparison should be with £402,256.

On the 27th February we took delivery of the "EDWARD STEVINSON," which was a few months later than anticipated, and she commenced trading on 28th February on behalf of Stevinson Hardy (Tankers), Ltd., the company we formed to operate her, so you will realise that apart from the management and other remuneration her operations have had little effect on the current year.

REVIEW OF ACTIVITIES

Turning to our usual review of the activities of the Company, our experiences have been very similar to those of several of the large oil companies and other concerns, namely, satisfactorily increased turnover which is barely big enough to compensate for the lower margins under which we have had to work.

Contrary to my forecast last year, we were surprised and very disappointed at the tax imposed on fuel oils in the last Budget. A tax of this magnitude, £2 per ton, is bound to have an effect on manufacturing costs and in our opinion it is bound to slow down the increase in consumption that the oil trade has been confidently expecting.

The Chartering Department on a flat market that was no more cheerful than the previous year did well to hold its own.

Our general international Trading Department and the Bunkering Department both improved their figures.

In the course of his review of the Subsidiary Companies' activities, the Chairman said: Redex Limited had a successful year particularly in the United Kingdom, but certain troubles were met with on export sales. We are hopeful, however, that these have now been cleared. During the year we introduced a new product to the market under the name of Redex Diesel Deodorant, which has already met with some considerable success. Its object is mainly to remove or nullify the unpleasant odours arising from the exhaust of diesel engines. A large number of big organisations are already using it regularly and many have it under test. Redex Deodorant is already being supplied to countries in Europe, the Middle and Far East and Australia.

As regards the current year, the start has been good. It is impossible to estimate how far the trend of lower margins will develop, particularly on the distribution side. The Board look forward to current and future years with reasonable confidence that your Company will be able to maintain its position.

The report was adopted.

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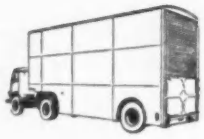

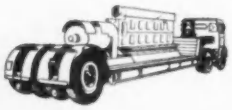

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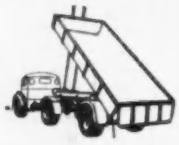

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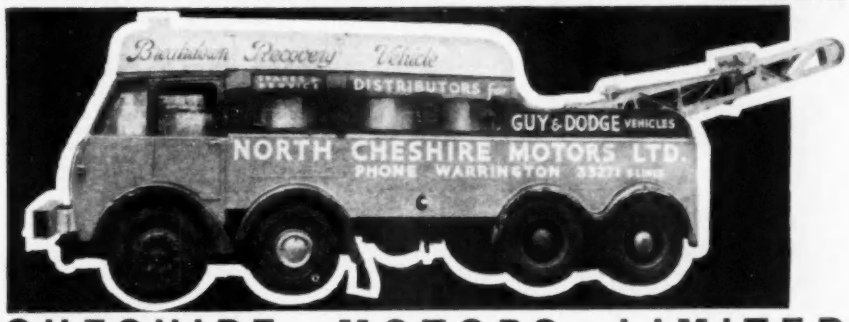

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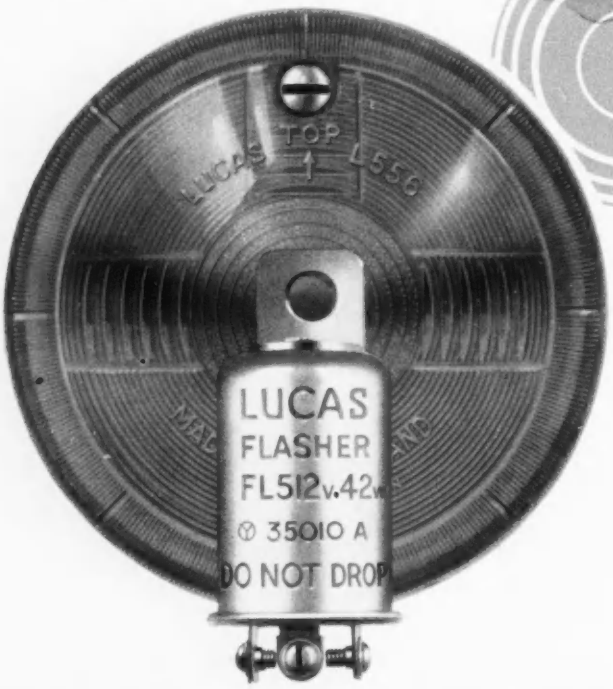

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